B. F. TAYLOR,
Stevedore.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

THE UNITED ASBESTOS ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LT'D. LONDON.
DODWELL & Co., LIMITED, *General Managers.*

NEW SERIES No. 1522. 光緒二十六年四月十九日 THURSDAY, MAY 17, 1900. 四拜禮 香港英五月十七號 THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ..... Yen 24,000,000
CAPITAL PAID-UP ..... „ 18,000,000
CAPITAL UNCALLED ..... „ 6,000,000
RESERVE FUND ..... „ 8,000,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

S. CHOH,
Hongkong Manager.
Hongkong, 4th January, 1900. [11

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	SWATOW.
FOOCHOW.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Acting Manager.
Hongkong, 1st February, 1900. [14

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP ..... £800,000.
RESERVE LIABILITY OF SHAREHOLDERS £800,000
RESERVE FUND £500,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

D. W. GILMOUR,
Acting Manager.
Hongkong, 14th April, 1898. [31

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL $10,000,000
RESERVE FUND $11,500,000
RESERVE LIABILITY OF PROP'TORS. $10,000,000

COURT OF DIRECTORS:
N. A. SIEBS, Esq., Chairman.
R. SHEWAN, Esq., Deputy Chairman.
E. Goetz, Esq.

R. M. Gray, Esq.	D. M. Moses, Esq.
A. Haupt, Esq.	A. J. Raymond, Esq.
The Hon. J. J. Keswick.	R. L. Richardson, Esq.
H. W. Slade, Esq.	P. Sachse, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

H. M. BEVIS,
Acting Chief Manager.
Hongkong, 4th April, 1900. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th March, 1900. [10

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000
Paid up Capital ..... £ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—

Chan Kit Shan, Esq.	D. Gillies, Esq.
Chow Tung Shang, Esq.	J. T. Lauts, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %
Hongkong, 20th December, 1899. [8

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$4.50 ℔ Cask of 375 lbs. Net ex Factory.
$2.80 ℔ Bag of 250 lbs.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 8th February, 1900. [31

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON.....	...*Japan*.....	..C. K. Wright, R.N.R...	About 22nd May	...Freight or Passage.
LONDON, &c.....	*Coromandel**	F. W. Viben, R.N.R...	Noon, 26th May	...Freight or Passage.
YOKOHAMA†	...*Rosetta*†	.....C. C. Talbot, R.N.R.	...About 26th May	...Freight or Passage.
SHANGHAI	.....*Clyde*	.....E. Street	About 26th May	...Freight or Passage.

* (See Special Advertisement). † (Passing through the Inland Sea).

‡ *Vid* NAGASAKI and KOBE.

For Further Particulars, apply to.

A. M. MARSHALL, Acting Superintendent.
Hongkong, 12th May, 1900. 15

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;
Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 30th May.
SACHSEN	THURSDAY, 14th June.
OLDENBURG	THURSDAY, 28th June.
BAVERN	THURSDAY, 12th July.
STUTTGART	THURSDAY, 26th July.
KONIG ALBERT	THURSDAY, 9th August.
WEIMAR	THURSDAY, 23rd August.
PRINZ HEINRICH	THURSDAY, 6th September.
PREUSSEN	THURSDAY, 20th September.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 3rd October.
SACHSEN	WEDNESDAY, 17th October.
OLDENBURG	WEDNESDAY, 31st October.
BAVERN	WEDNESDAY, 14th November.
STUTTGART	WEDNESDAY, 28th November.
KONIG ALBERT	WEDNESDAY, 12th December.
WEIMAR	WEDNESDAY, 26th December.

ON WEDNESDAY, the 30th day of May, 1900, at NOON, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE, Captain P. Lüneschloss, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 28th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 29th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 29th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 16th May, 1900. [22

HONGKONG HOTEL.

NEW ROOMS
At Moderate Daily Rates.
[3

MUSICAL INSTRUMENTS.

VIOLINS, GUITARS, CORNETS,
CELLOS, BANJOS, TROMBONES,
MANDOLINES, GUITARRAS, EUPHONIUMS,
MANDOLAS, ZITHERS, CLARINETS, &c.
LANE, CRAWFORD & Co.
[21

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:—
THE VICTORIA DISPENSARY
HONGKONG.
[26

Intimations.

WATKINS' CROWN SODA,

GUARANTEED TO BE MANUFACTURED FROM FILTERED WATER, AND TO CONTAIN ONLY THE PUREST BICARBONATE OF SODA IN SOLUTION.

Watkins, Limited,
AERATED WATER MANUFACTURERS.

CROWN SODA WATER. SELTZER WATER. LEMONADE.
BELFAST GINGER ALE. SARSAPARILLA.
&c., &c., &c.
[19

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT;
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT ..... THOMAS SKINNER.
SUPERINTENDENT ..... ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers.
17]

HOTEL CRAIGIEBURN

Centrally situated at PLUNKET'S GAP, the PEAK, 1,500 feet above sea-level and 500 yards from the TRAM TERMINUS.

For Terms, &c., apply to the MANAGER.

Telephone No. 56.
Hongkong, 2nd April, 1899. [432b



Telephone 75.

Hirano Alkaline, Salt Mineral Water.

A Natural Mineral Water Highly recommended by Medical Authorities.

CALDBECK, MACGREGOR & Co.,
AGENTS.
15, Queen's Road.
Hongkong, 16th May, 1900. [15

WHITE WINES.

		1 doz. Bottles.	½ doz. Bottles.
GRAVES		$ 7.00	$ 8.00
DO.	"Superior"	9.00	10.00
SAUTERENE		7.00	8.00
DO.	"Superior"	9.00	10.00
DO.	HAUT	11.00	13.00
DO.	HAUT (Dubos Freres)	22.00	—

H. PRICE & Co.,
12, QUEEN'S ROAD.
Hongkong, 3rd February, 1900. [20

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.
Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.
12th October, 1898. [21

TO TEACHERS.

HIBBERDINE'S ILLUSTRATED COMPOSITION SERIES
MAKES LESSONS A PLEASURE TO SCHOLARS.
To be obtained at:—
Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai Yokohama and Singapore.
Messrs. W. BREWER & Co., Hongkong and Shanghai.
Messrs. TSUI MAN KOK, Hongkong.
Messrs. MAN YU TONG, Hongkong.
Wholesale:—W. HIBBERDINE, 50, Queen's Road Central, Hongkong.

SANITARY BOARD.

OWNERS of HOUSES situated in the Western Division of the City of Victoria, who have not had their Premises LIME-WASHED and CLEANSED in accordance with Law, are reminded that the period during which this work should be FINISHED ends on the 30th day of June, 1900, and the Sanitary Board being convinced of the necessity of Cleanliness in its efforts to Stamp out Plague, is determined to rigorously prosecute any owner in default after the above-named Date.

By Order of the Board,
G. A. WOODCOCK,
Acting Secretary.
Sanitary Board Office,
1st May, 1900.
NOTE:—The Western Division of the City lies to the West of Morrison and East Streets. [588b

SANITARY BOARD.

THE Attention of Owners of House Property in the Colony is directed to the Requirements of Section 7 of Ordinance No. 34 of 1899 with regard to the Provision of a Backyard for every existing domestic building, and to the fact that these Backyards must be provided before the 1st day of June, 1900.

By Order,
G. A. WOODCOCK,
Acting Secretary, Sanitary Board.
Sanitary Board Office,
Hongkong, 10th April, 1900. [599b

$25 REWARD.

LOST between BAY VIEW HOTEL and KENNEDY'S STABLES on SUNDAY NIGHT, A GOLD RING set with THREE SAPPHIRES & TWO DIAMONDS stamped Sarley. Anyone returning same to Messrs. CARMICHAEL & Co. will receive the above Reward.
Hongkong, 15th May, 1900. [636b

WANTED.

A CHINESE AMAH to take care of a Baby on voyage to London by P. & O. Steamer *Japan*, leaving on 22nd instant.
Apply to
ROOM 191,
HONGKONG HOTEL.
Hongkong, 16th May, 1900. [638b

WANTED.

A REMINGTON TYPEWRITER, New or Second hand, if in really Good Order. Reply to P. O. BOX 55, giving Particulars, Price, &c.
Hongkong, 14th May, 1900. [630b

WANTED.

A COPY of the Local "HANSARD," 1891-2.
Address:
J. J. F.
Office of This Paper.
Hongkong, 10th March, 1900.

NOTICE OF REMOVAL.

I HAVE This Day REMOVED my Residence from No. 65, Praya East, to No. 7, LEIGHTON HILL ROAD.
L. MALLORY.
Hongkong, 16th May, 1900. [639b

NOTICE OF REMOVAL.

THE MUTUAL STORES have This Day REMOVED to Nos. 8 & 10, D'AGUILAR STREET, near POST OFFICE.
NEW GOODS. EXTENSIVE REDUCTIONS IN PRICES.
Hongkong, 15th May, 1900. [632b

NOTICE OF REMOVAL.

THE HONGKONG TIMBER YARD, (ESTABLISHED 1852), has This Day been REMOVED from No. 65, PRAYA EAST, Marine Lot 109, to Inland Lot 1,508, BOWRINGTON CANAL, near LEIGHTON HILL ROAD BRIDGE and opposite LEE YEUN SUGAR REFINERY.
L. MALLORY.
Hongkong, 1st May, 1900. [560b

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.
H. RUTTONJEE,
5, D'Aguilar Street.
Hongkong, 27th April, 1900. [34

To-day's Advertisements.

H.M.S. "TERRIBLE."

THE FETE and RECEPTION for Captain PERCY SCOTT, R.N., C.B., and the Officers of H.M.S. "TERRIBLE" will be held on the CRICKET GROUND, on SATURDAY, the 19th instant, from 9.30 to 11.30 P.M.

H. E. POLLOCK,
Hon. Secretary.

Hongkong, 17th May, 1900. [645b

GRAND FAREWELL BENEFIT CONCERT
OF
Miss MURIEL ALLEYNE.

IN consequence of the "FETE" to the Officers and Men of H.M.S. "TERRIBLE" being arranged for the 19th instant, this Concert will be POSTPONED till SATURDAY, the 26th instant. Tickets already issued will be available for the Date.

L. HERVEY LONGHURST,
Business Manager.

Hongkong, 17th May, 1900. [646b

FOR SALE.

A LADY'S COLUMBIA FIRST GRADE BICYCLE, nearly New.
For Particulars apply to
N. J.
C/o this Office.

Hongkong, 17th May, 1900. [644b

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Steamship
"MARIE JESSEN"
will be despatched as above on SUNDAY, the 20th instant.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 17th May, 1900. [643b

CHINA NAVIGATION COMPANY, LIMITED.

FOR SWATOW, CHEFOO AND TIENTSIN.

THE Company's Steamship
"KWEIYANG,"
Captain Cutterbridge, will be despatched as above on TUESDAY, the 22nd instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 17th May, 1900. [642b

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA AND ILOILO.

THE Company's Steamship
"LOONGSANG,"
Captain Weigall, will be despatched as above on TUESDAY, the 22nd instant, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is litted throughout with Electric Light.

For Freight or Passage apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 17th May, 1900. [641b

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship
"KASUGA MARU,"
3,800 Tons Gross, Captain E. W. Haswell, will be despatched to the above Port, on FRIDAY, the 25th instant, at 4 P.M.

This new Mail Steamer is specially constructed for service in the Tropics, and is provided with Superior Accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator, Doctor and Stewardess carried.

Return Tickets issued by the Company are available for return by steamers of the other Lines.

For Freight or Passage apply to
A. S. MIHARA,
Manager.

Hongkong, 17th May, 1900. [643b

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship
"ANTENOR,"
Captain M. L. B. Jackson, will be despatched as above on TUESDAY, the 26th June.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 17th May, 1900. [643b

BRITISH INDIA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM MADRAS, RANGOON AND SINGAPORE.

THE Company's Steamship
"LANDAURA,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon whence delivery may be obtained.

Goods not cleared by the 23rd instant, at Noon, will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to send in any Claims for Adjustment before the ship's departure at Noon, on FRIDAY, the 18th instant.

Bill of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.

Hongkong, 17th May, 1900. [649b

EYE-SIGHT.

Mr. N. LAZARUS,
Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES at
BREWER & Co.,
(UNDER the HONGKONG HOTEL).
Business Hours.....9 A.M. to 5 P.M.

ONLY
FOR A FEW DAYS
MORE.

Constantly recurring headaches, spells of dimness when reading, weak eyes, the letters running together; any of these symptons indicate a deficiency in the form of the eye requiring Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTACLES only after testing the sight.

ADVICE FREE. [580b

Intimation.

A. S. WATSON & Co.,
LIMITED.

THE LEADING MANUFACTURERS
OF
AERATED WATERS
IN THE FAR EAST.

THE MACHINERY in use is of the latest design and most up to date character.

ENGLISH EXPERTS manage our factories, and their practical knowledge produces an article that is unrivalled for its excellence.

The Water used is the purest in the Island and is skilfully filtered on scientific principles.

We use only the best and most expensive ingredients, guaranteeing Absolute Purity.

We quote *Special Prices* to large consumers.

A. S. WATSON & CO., LIMITED,
THE HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

The Hongkong Telegraph

HONGKONG, THURSDAY, MAY 17, 1900.

NOTES AND COMMENTS.

Troubled Times.

The close of the nineteenth century bids fair to be remembered as a period of unrest the whole world over. We have the South African War in progress, which has afforded to the world the spectacle of the largest army ever sent on foreign service by any nation, landed at its destination with practically no mishaps worthy of mention, but only one of the many transports has come to grief and that without loss of life. The world has been shown that it is possible to transport such an immense number of men and animals with the necessary stores, but that there is only one nation that could have undertaken the task without upsetting mail and passenger services. The South African War has also proved an object lesson to the Nations which will go far towards altering the whole science of modern warfare. It has, to say set certain of the European Powers wondering whether or no the time has not arrived when the power of England, who has so long stood isolated and alone, should not be crushed by a combined blow aimed at her in her present semi-defenceless state, while she is practically denuded of troops. But, thanks to the comparatively recent growth of our Navy and the present strength of that first line of defence, this danger has been, up to the present, averted, and no Power has come forward to attempt to crush us. Still other signs are not wanting that it behoves us to be on our guard, and the public utterances of our statesmen show that the general state of unrest is appreciated and the danger recognised.

France, has for some time, been bordering upon another revolution or a sanguinary war, and it would require but little fanning of the flame to cause a general conflagration which might result in either or both. Her Exhibition has, in all probability, proved her salvation, but, when that is over and done with, who can predict what may or may not happen?

Russia, too, is by no means peacefully slumbering. There is constant and increasing friction here, there and everywhere apparent on her various frontiers, and it is not at all likely that she can continue for many more months without being involved in war. She has her railway to complete to connect the East with the West, and this has kept her from plunging into war without due consideration, but one false step at the present moment will bring it down upon her, and of this she is fully aware.

Even the hitherto isolated United States have been drawn into the whirlpool and have in the close of the century experienced worries and troubles such as were never before known in their history. At this moment a fierce guerilla warfare is in progress throughout the newly acquired Philippine Archipelago, Porto Rico is discontented and troublesome, and in the States even matters are not by any means so settled as they might be, for parties are divided upon the question of expansion and nobody appears to know what to do or how to do it. Before the Spanish-American war the Nations of Europe were but little concerned with the United States, but to-day matters are different, they are filled with apprehensions and are jealously watching American movements.

In the Far East matters are by no means more settled than elsewhere. China is rushing headlong to destruction. Piracy, robbery and rebellion are rampant throughout the Empire. Her statesmen and officials are corrupt and her whole system of government is so rotten to the core that any change, one would imagine, must be one for the better. Already the Powers have come to look upon China as fair game and have flocked to her as vultures to a dying animal, only fear of one another preventing them from falling upon their crippled prey and rending it limb from limb.

Looking at the whole situation the world over, it is hard to believe that the century will be allowed to die in peace. The general eruption may, perhaps, be postponed for the seven months necessary to see the nineteenth century safely out, but such a result will be brought about more by good luck than by good management. To all appearances the twentieth century bids fair to dawn in as troubled times as did the present one, and who would care to predict the issue of it all?

THE "TERRIBLE" FETE.

The Fête to be given on Cricket Ground in honour of Captain Percy Scott, C.B., R.N. and the Officers H.M.S. *Terrible*, which was postponed on account of the inclemency of the weather, has now been fixed for Saturday next.

Miss Muriel Alleyne has accordingly kindly consented to postpone her Benefit Concert, which was to have taken place on Saturday evening.

TELEGRAMS.

Special to the "Hongkong Telegraph."

SPECIAL TELEGRAM.

THE SARAWAK TROUBLE.

THE CONSUL VISITS RAJAH BROOKE.

REPORTED DEFEAT OF TRUSAN EXPEDITION.

From Our Own Correspondent.

LABUAN, May 17th.

On account of fresh developments in the Sarawak affair the British Consul has postponed his intended visit to Sandakan, and left suddenly this morning for Brooketon to meet Rajah Brooke. It is reported that the Trusan Expedition has met with a reverse and is returning to await further re-inforcements. I am leaving for Brooketon immediately to watch events.

Received 10.30 a.m.
Published 5.30 p.m.

REUTER'S TELEGRAMS.

THE WAR.

BOERS CONCENTRATING ON THE VAAL.

FREE STATE FORCE ONLY 2000.

LONDON, May 15th.

Reuter's correspondent at Kroomstadt, 11th inst., says that it is reported the whole of the Boer forces are concentrating on the Vaal River, leaving the Biggarsberg and the Southern and Western frontiers. It is computed that the Free States fighting force on the Vaal does not exceed 2,000.

The health of the British troops and horses is excellent and food and water are plentiful."

LATER.

BRITISH OCCUPATION OF DUNDEE.

ENEMY AT GLENCOE COLLIERIES.

General Buller occupied Dundee on the 15th inst., after operations lasting four days. Two thousand and five hundred of the enemy have left for Glencoe Collieries. Dundee is wrecked.

MAFEKING.

The Boers furiously bombarded Mafeking on the 12th inst., destroying and afterwards occupying the native quarter.

The British attacked and surrounded them on Saturday night. The Boers lost 7 killed and 17 wounded.

THE BOER DELEGATES.

The Boer delegates have arrived in New York.

The Peking-Kiatkha Railway Line.

PEKING, May 12th.

The Chinese authorities deny the report that they have given, or rather sold Russia, the right to build the Kiatkha-Peking railway—in nominal co-operation with China.

[They will also deny what is now admitted even by the British Government, namely that Manchuria has practically been annexed by Russia and ceased to be a Chinese possession.]

The Chinese Boundary Commissioners rescued from the Mob.

The members of the Chinese Boundary Commission at Weihaiwei were rescued by the British military forces from the hands of the infuriated people who were besieging the Commission.

The Hongkong Governor leaves Peking.

Governor Blake has left Peking.—*China Gazette.*

WEATHER REPORT.

The Observatory report says:—

On the 17th at 11.55 a.m. the barometric changes are unimportant. The depression is still lying in the N.W. part of the Sea of Japan. Gradients gentle with light variable winds in S. China. FORECAST:—Variable winds, light; showery.

LOCAL AND GENERAL.

THE departure of the destroyers *Whiting* and *Fame* for the North has been postponed.

A CHUNGKING telegram to the *N. C. D. News* reports the arrival of the river-gunboats *Woodcock* and *Woodlark* at that port on 7th inst.

An opium godown at Newchwang was attacked by a band of armed robbers on the 22nd ulto. and twenty packages of opium stolen.—*P. and T. Times.*

A CHARGE against Mr. M. J. D. Stephens, Bank Buildings, for neglecting to white-wash his premises, was heard before Mr. Halifax this morning and was dismissed.

WE would call the attention of our readers to the alteration of the date for the Farewell Benefit Concert of Miss Muriel Alleyne, as announced in our advertisement columns.

ON seeing a paragraph in the *Daily Mail* suggesting angostura bitters as a cure for dysentery, Messrs. Siegert and Sons, of Trinidad, the inventors of these bitters, have sent 3,400 bottles for the use of the sick in South African hospitals.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:

R. Cooke	$20
H. N. Cooper	10
Anon	10

A SHORT time ago a newspaper correspondent picturesquely described the progress of the British columns round Driefontein by the phrase "they were going through the country like a fine-toothed comb." It is a pretty simile when you come to work it out from the Boer point of view.

THE returns of the number of visitors to the City Hall Library and Museum for the week ended 13th May are:

	Library.	Museum.
Non-Chinese	405	286
Chinese	142	1,966
Totals	547	2,252

L'Avenir du Tonkin says that if certain Belgrade journals are to be believed Queen Nathalie will bequeath her fortune half to the poor of France and half to the poor of Servia. Her son King Alexander will therefore be disinherited. Queen Nathalie, who enjoys perfect health, possesses a very large fortune.

QUITE a Paris Exhibition for the cockroach! Dr. Howard's paper on insects in a recent bulletin of the U. S. Department of Agriculture gives an Australian cockroach killer, as a mixture of flour and plaster of Paris, which they devour greedily. It hardens in their stomachs. What an excellent idea! Each cockroach a statue to its own memory.

THE American Naval Appropriation Bill involves the construction of two battleships of 13,500 tons each, three armoured cruisers of 13,000 tons, and three protected cruisers of 8,000 tons each. The committee recommend Krupp armour as the best. The bill carries an expenditure of $61,219,916, the largest amount ever reported in the House.

A TELEGRAM to a home paper says:—The fire at Ottawa has been extinguished. Only the cathedral and twenty houses remain at Hull. Huge lumber sheds, factories and foundries besides 2,000 dwellings have been destroyed. In Ottawa many thousands are homeless. The damage is estimated at upwards of two million sterling. Only three lives were lost.

HER Majesty the Queen, in her farewell message to the Irish people, says that she is deeply touched with the reception accorded to her, and she carries away an affectionate memory of her visit. She prays to God for the good-will and harmony of her people in Ireland, accompanied with happiness and prosperity to the land. Her Majesty left £1,000 for the Dublin poor.

THE Shanghai mandarins have received dispatches from the South reporting the existence of a widespread rebellion in the provinces of Kuangtung, Kuangsi, Kueichou and Hunan. So far it is only known that the rebels are under one leadership, but full details are expected to arrive in a few days from the officials of the disturbed provinces in question. From Shantung and Chihli provinces the Boxers are reported to be getting stronger and stronger.

OUR reference to the nuisance occasioned by the Chater Road latrine on the premises of the Godown Company at Kowloon has already borne fruit. Men were busily at work to-day walling the latrine in, so that it will, in future, only be available for the use of the Godown Company's employees and will not stand invitingly open to be made use of by every passing coolie. If only the pestilential effluvia arising therefrom could be walled up too, then indeed should we have succeeded in our object.

A RATHER serious disturbance took place the other day amongst coolies employed at the Shanghai Engineering and Mining Co.'s works and at Messrs. Farnham's Cosmopolitan Dock, Shanghai. The Engineering Co.'s men, it is reported, were going to work at 7 a.m. in boats, and started some horse-play, which eventually resulted in a faction fight between the Ningpo and Cantonese coolies. The dock coolies took sides with either party, and a very lively scrimmage ensured, various tools being used as weapons. During the affray a boy fell into the water and was drowned, but the police believe that the fatality was accidental, from what can be learned of the matter. A good many of the combatants were injured, some so severely that they were unable to work. Such fights are not uncommon when Cantonese are brought into contact with natives of other districts, and it is a wonder that this affair did not entail a considerable loss of life.

NEGRI Sembilan is now selling tiger head postage stamps with the words "Negri Sembilan" barred out, and "Federated Malay States" printed in black above them.

THE new London newspaper the *Empress* publishes a message which the journal has received from the German Emperor, wishing success in its aims in the promotion of international good-will. His Majesty adds—"My first hope is the preservation of international peace, and my second hope is for consolidation of the existing good relations between Germany and Great Britain."

THE fire and explosion the other day was at Begbie's works Johannesburg, and not at Pretoria, and resulted in 30 deaths and 54 wounded. The shells flew everywhere within a radius of a mile. The authorities are convinced it was due to conspiracy. A train has been traced to an empty house in the vicinity. Several arrests have been made, including William Begbie, junior.

THIS is from our contemporary *L'Avenir du Tonkin*:—In the month of July 1894 General Buller, who is fighting at present against the Boers, paid a visit to the "Prytanee de la Fleche." It is the custom when any distinguished person visits the Academy that he shall insert in an album kept by the students at Saint Cyr, some remark as to what he thinks of his visit. General Buller wrote these words "charme, de tout ce j'ai vu" "Delighted with all I have seen."

MR. WYNDHAM, replying to questions in the House of Commons, said he did not know the officer commanding the convoy at Koornspruit, and it was not intended to inquire. The despatch from Lord Roberts regarding Spionkop was, he said, received on the 9th March, and the interval prior to its publication was occupied in the examination of the despatches, and in telegraphic correspondence between Lord Lansdowne and Lord Roberts in reference to their publication.

ANOTHER kidnapping case was heard this afternoon at the Magistracy, when Yeung Sing I, a married woman and Li Pin, a District watchman, appeared before Mr. Compertz, charged with kidnapping a boy and girl aged 5 and 8 years respectively. Inspector Hanson who has been conducting the case reported that all efforts to trace the children had failed, but asked His Worship to take the evidence of the mother of the children in the meantime. His Worship, after hearing the evidence, remanded the case till the 23rd inst.

MANY devices are employed in a ship's compass to counteract the effect of the iron in the hull on the magnetic needle, and the latest attempt to avoid such difficulties is the Evoy compass recently invented in England. This form of compass is similar to the liquid compass, but has the additional advantage of having the card locked in position as soon as a reading is obtained. The compass is hoisted aloft on to the "jumper" stay to take it away as far as possible from the effects of the iron hull, a minute or two given to it to settle, while the vessel is kept steady on its course, and when the compass is ready to be hauled down the card is locked in position.—New York *Evening Post.*

MR. Patrick Campbell, husband of Mrs. Patrick Campbell the famous actress, is reported killed near Boshof with a part of Methuen's force. He belonged to the Imperial Yeomanry, and on the inspection of his regiment before leaving London by H.R.H. the Prince of Wales, Trooper Campbell was specially introduced along with the officers. We suppose there must be several Wigtownshire men in the Far East who knew Pat Campbell. His father was that well known resident of Stranraer, Capt. Campbell, who for many years before his retirement commanded the mail steamer *Princess Louise*, running between Stranraer and Larne in connection with the express from Euston.

THE *Japan Herald* says:—

A telegram has been received in Osaka to the effect that the U.S. steamer *Winchester* foundered somewhere in the Pacific, while on her way to the East, with 8,500 bales of cotton on board, consigned to the Mitsui Bussan Kaisha and the Nippon Cotton Company. The value of the cargo is Y.800,000.

This appears to be the vessel mentioned in the following extract from the *N. Y. Maritime Register*:—

Winchester (Br. s.s.), from Pensacola via Bermuda, &c. for Yokohama and Hiogo, on Mch 23 was ashore at Sheikseyd, near Perim, lying across narrow straits. She was extensively damaged about the forefoot, and her port tank was leaking. The after part of the vessel was resting on the rocks, but her sternpost had sustained no apparent damage. Her cargo was being discharged 24th. All attempts to tow off the stranded vessel proved unsuccessful.

SOCIETY in Paris is just now much interested in a dispute which has arisen between Count de Lubersac and Baron Robert de Rothschild. The Count, who is twenty-three years of age, has just been elected a member of the Jockey Club, and he sent a letter to the Baron telling him that, as a school boy, he insulted him; but now that he had reached the age of discretion he could, if he chose, settle a point of honour or admit his cowardice and pay one hundred thousand francs to the League of Patriots. The Baron at once appointed M. de Saint Alary and M. de Neuflize as his seconds, whilst the Count was supported by the Comte de Dion and Comte Boni de Castellane. The usual preliminaries to a duel were opened, when Count de Lubersac on the pretence that Baron de Rothschild was a minor, declined to fight with him. The Baron had obtained his father's consent to face Count Lubersac, and has now written calling him a coward, whilst the seconds are engaged in further negotiations, the results of which are communicated in lengthy letters to the Press.

MR. Rounsville Wildman, the American Consul General, this afternoon charged a Filipino with assault and creating a disturbance in the U.S. Consulate. There being too many cases on for hearing, the man was detained in custody till to-morrow.

THE English-German Channel cable has been cut near Boulogne, and it is believed to be a malicious act. A reward has been offered by the German government. The cable was similarly cut a year ago. The loss entailed during repairs will be a heavy one.

A CHINESE junk running from here, says the *P. and T. Times*, to Newchwang recently took six Russian passengers. Half way between the two ports the junk was attacked by pirates, and in the fight which ensued one of the Russians was killed and three wounded. The pirates appear to have made off after this, and on the arrival of the junk at Newchwang the crew fled in alarm. The owner of the boat was, however, seized by the Russians and handed over to the Chinese authorities for examination.

THE GYMKHANA.

The following is the programme of the second Gymkhana Meeting, 1900 season, to be held on the Happy Valley and Race Course, on Saturday, 2nd June, 1900, (weather permitting.) Under the patronage of His Excellency Sir Henry Arthur Blake, G.C.M.G.; His Excellency Major General Gascoigne, C.M.G.; Commodore F. Powell, R.N.

Committee:—W. A. Cruickshank, Esq.; The Hon. C. P. Chater, C.M.G.; R. M. Gray, Esq.; N. Grote, Esq.; Capt. E. L. Berger, R.N.R.; T. F. Hough, Esq.; The Hon. J. J. Keswick; The Hon. F. H. May, C.M.G.; J. McKie, Esq.; G. C. Moxon, Esq.; G. H. Potts, Esq.; F. J. Walwyn, Esq., R.W.F.; Capt. Des Voeux, R.E.; Capt. Loring, R.A.; Lt.-Col. The O'Gorman; Commander Plenderleath, R.N.; W. J. Gresson, Esq.; Hart Buck, Esq.

Judges:—M. Grote, Esq.; Hon. J. J. Keswick and R. M. Gray, Esq.

Handicappers:—The Hon. C. P. Chater, C.M.G.; J. McKie, Esq.

Starter:—T. F. Hough, Esq.

Timekeeper:—G. H. Potts, Esq.

Clerk of the Scales:—Lt.-Col. The O'Gorman, D.A.A.G.(A.)

Hon. Treasurer:—W. A. Cruickshank, Esq.

Hon. Secretary:—Capt. Loring, R.A.

By kind permission of Major Morris and Officers of The Royal Welch Fusiliers, the Band of the Regiment will attend.

1st Sadding Bell, 4.15 p.m.

EVENTS.

1.—4.30 p.m.—FIVE FURLONGS RACE.—For all China ponies. Weight for inches with 2 lbs. added. *Bonâ fide* polo ponies and subscription griffins this season, allowed 5 lbs. Winners of any race this season penalized 12 lbs. for 3 wins, 10 lbs. for 2 wins, 5 lbs. for 1 win. First prize presented, 2nd prize, $20. Entrance $3.

2.—4.50 p.m.—HURDLE RACE.—Down the straight, 10 flights of hurdles. For all China ponies. Catch weights over 11 stone. Previous winners of a Steeplechase penalized 9 lbs. Two prizes from Gymkhana Fund. Entrance $2.

3.—5.10 p.m.—LADIES NOMINATION.—Gentleman will start from One Mile Post on pony with an envelope given him by the judges containing the name of some well-known popular air, ride to his Nominator opposite the winning post and whistle the tune to her. The lady will write the name of the tune on a piece of paper, enclose it in an envelope, hand it to Gentleman who will ride to judges with it. First past judges with correct answer to win. Two prizes from Gymkhana Fund.

4.—5.30 p.m.—POLO SCURRY.—From 1¼ Mile Post in. Catch Weights over 11 stone. *Bonâ fide* polo ponies, that have been played regularly up to date, (weather permitting) and not trained on the Course. Two prizes from Gymkhana Fund. Entrance $2.

5.—5.45 p.m.—LADIES' NOMINATION.—Despatch Race. Gentleman A. will start from Winning Post, runs on foot about 100 yards to Gentleman B. B. will ride on pony round course to 1¼ Mile Post, dismount and get on a bicycle, ride to about 100 yards of Winning Post, hand despatch to Nominator, who will be wheeled in past Winning Post in a rickshaw by A. Three prizes from Gymkhana Fund. Competitors to provide themselves with rickshaws.

6.—6.10 p.m.—ONE MILE HANDICAP.—For all China ponies. First Prize presented, 2nd prize, $20. Entrance $3.

Entries close at 5 p.m. on Tuesday, May 29th.

THE PLAGUE.

Cases reported to 16th instant	231
Do. do. during past 24 hours	24
Total	255
Deaths reported to 16th instant	205
Do. do. during past 24 hours	20
Total	225

Last night C. S. M. Connolly, R.A., in charge of the Asiatic Artillery at McGregor Barracks, reported himself sick and suffering from fever. He was admitted into Hospital and during the night developed symptoms of bubonic plague. He was sent to Kennedy-town Hospital, early this morning.

PIRATES CAPTURED AT WOOSUNG.

Twenty-odd Hunsanese pirates, a dozen of their women and several children, out of an alleged company of nearly 80 men, women and children belonging to three large junks, were captured by Chinese gunboat men at Woosung on Thursday at noon. It appeared that the pirates had been robbing in broad daylight some villages inland, a dozen or so miles from Woosung, escaping with impunity until they got to a village about two miles from Woosung which they, as usual, robbed. The villagers there, however, gave chase, keeping up a running fight all the way, until the pirate boats got to the mouth of the Woosung creek, trusting to escape by that way to the Yangtze. Their way, however, was stopped by the gunboats moored at the mouth of the creek and the pirates, seeing that all was lost, jumped into the water to escape individually. More than half were, however, captured, as well as the three junks, whose holds contained large quantities of loot taken from the inland villages. The captured men, women and children were eventually turned over by the gunboat officers to the district magistrate of Paoshan for trial.—*N.C. Daily News.*

H.E. CHANG CHIH-TUNG AND THE ANTI-FOOTBINDING MOVEMENT.

The great Viceroy of the Hukuang provinces is known to take a keen interest in the movement promoted by the "Tien Tsu Hui," and he has written a very able tract on the subject, with a translation of which we have been favoured. The following are the concluding paragraphs, and they will be read with interest as being the opinions of one of the most highly educated and conservative of the high officials of China:—

If we memorialise the throne to put a stop to this custom, there would certainly spring up some who would consider us as ignorant and try their utmost to prevent the movement. But unless there are such laws to apply to all alike, the custom will not be totally swept away by private efforts. In that case what must be done? I repeat the Book of Rites: "To turn the people from vicious customs knowledge must be diffused." It is the important duty of high-minded scholars and broadminded men to daily strengthen the upper class, regenerate the lazy and indolent, and improve the general welfare of the whole people. Subscriptions should be raised and societies started throughout the whole country and in more than a round year many from the 19 provinces would certainly join the reform. Fathers and elder brothers should urge their families to abandon foot-binding; the gentry should enlighten their fellow-villagers regarding this vice. After the evils have been exposed by the diffusion of knowledge, laws should come in to prohibit their practice. At the same time the Metropolitan Officials of each province should jointly memorialise the Throne, praying that the laws of the 7th year of Shun Chi (1661) should be be again enforced; that parents and husbands of bound-feet women should be punished: that if girls born from and after the 20th year of Kuang Hsü (1894) should bind their feet they should not be honoured with titles: and that when females with bound feet are ill treated by others the case may be regarded as lawbreakers (small feet women) being rightly beaten by the law abiding (natural feet people). By such methods the custom may be stopped.

I am not only anxious that the 200,000,000 females will degenerate into a lazy and despicable lot, but my greatest apprehension is that the race of 400,000,000 will henceforth grow weak and small until it finally becomes extinct.

On the 5th day, 7th moon, of the present year (1897), natives of the Hupeh and Hunan provinces who hold office in the Kuangtung province such as Mr. Li Sz-pan, prefect of Chaochou (Swatow), Mr. Chan Chun-mu, prefect of Shiuchou, in all 22 officers, sent me a joint petition that I may issue notices to prohibit foot binding in their respective provinces. Though the proposals could not be carried out at once the petition clearly showed that the minds of the people had been aroused and that they are in earnest. Such movements indicate the good results of the anti-footbinding society.

Since you have already started this society to save 200,000 females, why not advance another step and establish a society for the suppression of opium smoking, and thus rescue another 100,000,000 of the male inhabitants.

If these two evils can be eradicated the benefits thereby conferred upon the nation may not be as great as that of the Emperor Yü (2197 B.C.) in rescuing China from the deluge, or the clearing of wild beasts from the country, but they will not be inferior to the work of Han Chang-lai (in exterminating the crocodiles from the neighbourhood of Swatow, 768,824.) I wish therefore, Mr. Leung, that you would further make known my views throughout the 19 Provinces and try to move them with the fears with which I myself am seized.

Written by
CHANG CHI-TUNG,
Natives of Nanpi,
in the Chihli province.

Dated 5th moon, 23rd year of Kuang Hsü (1897).—*N. C. D. News.*

HANKOW.

TROUBLE ON THE RAILWAY.

May 5th.

On Tuesday morning there was a serious accident on the second section about a hundred li out from Hankow. Two construction cars, crowded with workmen, while proceeding at a rapid rate suddenly tumbled over an embankment through some failure in the rail, with the result that nine men were killed on the spot and a great many injured, one of whom died afterwards. The same day, a little further along the line, two men were blown to pieces through the premature explosion of a blasting charge. As the result of these affairs, the country people turned out in their thousands determined that, once for all, they would put a stop to these killing and maiming proceedings. Their attitude towards the foreign employees was so threatening that all of them employed on the second section, to the number of eighteen, beat a hasty retreat to Hankow. Here they still remain, afraid to go back, although the officials have compromised the matter by a payment of $90 per head funeral expenses.

BAD FEELING GROWING.

Accidents in connection with the construction of this railway have been somewhat numerous. But, besides these, to judge from our native newspaper, the "Hanpao," there are many other points of friction between the foreigners employed and the natives. The "Hanpao" is constantly serving up for its readers unsavoury stories to the discredit of the railway men. It says they do not understand reason, and not being possessed of reason cannot understand them. It calls them brutal, and always ready to strike or shoot without cause. One day it reported they had shot two natives dead, and on another occasion that a number of natives had gone to Peking to exhibit their wounds and bruises to the high authorities, as no redress could be got here. Chiefly, however, it accuses them of getting drunk and taking liberties with the wives and daughters of honest people, so that there is much bad blood in consequence.

WHO IS TO BLAME?

What amount of truth there is in all this the railway people know best themselves. Your correspondent is not personally acquainted with any of them and we are warned against judging from the outward appearance. Still, it must be said, the majority of them one sees are of a type—low-grade Continental—which is new to the interior. In language, dress, and general behaviour, they are to say the least peculiar, and they don't look like the people one would care to meet on a lonely road on a dark night. Considering that the Hupeh Chinaman is not the meekest of his race, the wonder is that there has been so little trouble, more especially as the railway administration having brought them here simply dumps them down all along the line without houses to live in, instructions how to get along, or often any means by which they and the people can communicate with each other.

THE LORD HIGH INQUISTOR.

Li Ping-héng, has arrived back at Wuchang from his Hunan trip, and leaves in a few days for down the river. It is said he has been as far as Ichang, everywhere taking note of the places where foreigners are, and ascertaining their numbers and what property they possess. Also, how many soldiers there are on the spot, and if they are competent. What for?—*N. C. D. News Cor.*

A JACOBITE RELIC.

Goodness only knows how it got here, but there was dug up a few days ago from the bottom of a mouldy old mass of half-forgotten papers, books and miscellaneous articles, hidden away in the strong-room of the British Consulate of Shanghai, a genuine and highly interesting relic of Prince Charles Edward Stuart, the Young Pretender. It was a handsome white metal "tea-caddy," which, an ancient looking piece of parchment enclosed within, stated to have been the identical receptacle in which the unfortunate Prince carried his tea, whenever he was lucky enough to have any, throughout the dark year 1746 when he was being hunted through the Highlands and Western Isles after the fatal field of Culloden. The parchment further relates that the caddy was originally the property of Flora Macdonald, the heroic sharer of the Prince's vicissitudes and adventures. It stands about eight inches high, is of a handsome fluted pattern, and is inscribed with Flora Macdonald's monogram on the cover. It no doubt formed part here of some "deceased estate," which the Consulate administered, and, most likely, got shoved aside and forgotten. It is now in the possession of Mr. T. Macdonald., Usher and Clerk of the Summary Court, who will be glad to show it to the curious in such matters, and who, we understand, if the relic is not claimed, intends, to send it home to some Scottish antiquarian society.—*S. D. Press.*

JAPAN'S THIRD NAVAL EXPANSION SCHEME.

In view of the immense augmentation of the naval forces, either contemplated or already put into execution by the great Powers, it is reported that the Naval authorities are about to enter on the third naval extension programme, as it is termed in contradistinction to the first and second programmes already carried out. Probably the estimates will be submitted to the fifteenth Diet. The interest accruing on the naval fund amounts to three million yen per annum. This sum is to be augmented by two million yen from the Treasury and thus five million yen will be yearly devoted to the scheme—a sum just sufficient to cover one-third the cost of a battleship, provided the price of steel and other materials remains at the present rate. But the chances are that the materials will increase in price year after year, and by the time fifteen million yen is collected it will be found inadequate for defraying the cost. Such is the opinion held by naval experts, and men like Admiral Inouye accordingly recommend the construction of torpedo destroyers. This class of boat costs about half a million yen, so that thirty destroyers can be built for the price of one battleship. The recent naval manœuvres clearly demonstrated their efficiency; in fact, it has been clearly proved that even a battleship would have small chance of escape if attacked by a number of destroyers. The torpedo storeship, which was to be built according to the second programme, was abandoned for similar reasons, and more destroyers will be built instead. It is anticipated that the third programme will authorise the construction of torpedo-boat destroyers only.—*Nagasaki Press.*

SERIOUS CHARGE OF STEALING COLONIAL STAMPS.

Earnest George Buck, 32, clerk, of Ruvigny-gardens, Putney, and Charles Rowley, 31, clerk, of Westover-road, Wandsworth, were charged on April 7th at Clerkenwell, with being concerned together in stealing and receiving from Messrs. De La Rue's, Bunhill-row, St. Luke's, four British Central Africa 10s stamps, the property of the Colonial Government, to whom the prisoner Buck is a servant.—Mr. Ricketts, solicitor, defended.

Detective Inspector Gane said in consequence of complaints from the Crown Agents for the Colonies of a large number of unused Colonial stamps being sold in England, he made certain inquiries and as a result the two prisoners were arrested. They were confronted at Oldstreet Police Station, and Rowley admitted having sold a large number of stamps, all of which he had obtained from Buck. Witness subsequently searched Rowley's lodgings, and in a box found, besides £20 in gold, a large quantity of unused Colonial stamps, representing in value several hundred pounds. The majority of the stamps were those of the Federated Malay States. At Buck's lodgings were found £8 in gold, but no stamps. When charged Rowley made a statement to the effect that he had got the stamps from Buck, who told him that he had received them from a man who owed him money. Buck, he said, was in the Colonial Office, and formerly they were both clerks in the War Office.

Mr. Chapman remanded the prisoners.

A NEW UNION JACK.

It is pointed out that the Union Jack carried with General Brabant's Colonial division is unlike all other Union Jacks in that it has a special design embroidered upon it, symbolical of the loyalty of the Queen's world-wide dominions. The bottom quarter of the flag, next the staff, is studded with seven silver stars in the form of the Great Bear (which typifies British possessions in the Northern hemisphere), the two pointers pointing to a purple star at the top, symbolical of the Motherland and devotion of the Empire, while the right of the flag is studed with five golden stars in the form of the Southern Cross, representing our Colonies in the Southern hemisphere. Lieut.-Colonel D. A. Campbell, of Cheltenham, devised the flag, and Mrs. Campbell worked it.

THE HANDY MAN.

Referring to the genuine British welcome which the crew of the *Powerful* received on *their arrival at Portsmouth*, the *Daily Graphic* says it was "a welcome such as was no more than due to them in virtue of the fact that to that ship belong the greater number of the blue-jackets who formed the now famous Naval Brigade at Ladysmith. One could wish that Capt. Percy Scott, the inventor of the indispensable gun carriage, and the men of the *Terrible* and *Philomel* could have been present with those of the *Powerful*, but the exigencies of service have called the *Terrible* to the Far East, and the *Philomel's* are still pounding the Boers with the four point seven. The man in the street may not, as a rule, be a safe guide in matters of strategy, tactics, or gunnery, but he has the authority of Sir G. White for the belief that but for the naval guns and the naval gunners it would have gone hard with the brave garrison of Ladysmith, overmatched as they were by the Boer guns of position. In South Africa, as in the Crimea, and as in India during the Mutiny, and innumerable other 'tight places,' the British sailor has once more proved his extraordinary capacity for adapting himself to circumstances."

MANILA CUSTOMS RECEIPTS.

WASHINGTON, April 15th.

The division of customs and insular affairs of the War Department gave out for publication to-day a comparative statement of receipts at the customs port of Manila, during the years 1893 to 1897, inclusive, with the receipts of the port in 1899. The receipts named comprised tonnage, taxes, import duties, export duties, fines, seizures, etc.

The receipts by years were: 1893, $2,109,540; 1894, $2,385,249; 1895, $2,268,234; 1896, $2,421,532; 1897, $2,916,870; 1899, $2,825,150.

ENGLAND WELCOMES LADYSMITH'S DEFENDER.

LONDON, April 14th.

The scene which greeted General Sir George White when the steamer *Dunvegan Castle*, on which he left Cape Town on March 28th reached Southampton this afternoon, must have convinced him of the admiration of his countrymen for his gallant defense of Ladysmith during the long and trying siege of that place. From early morning crowds collected by thousands in the neighbourhood of the docks. The buildings in the vicinity were gayly decorated with bunting in honour of the occasion, and all the public institutions were covered with flags. The harbour presented a brilliant and animated scene, the various vessels having dressed ship and the *Dunvegan Castle's* berth at the wharf being resplendent with bunting and evergreens. Lady White, the Mayor and the members of the Corporation in their state robes, uniformed soldiers and sailors and a number of privileged guests awaited the gallant defender of Ladysmith.

As the steamer loomed up in the distance with General White standing on the bridge, the enthusiasm of the waiting multitude broke loose, and a storm of cheering and singing and the sounding of sirens and whistles intermingled uninterruptedly until Sir George landed at 2:30 p.m.

The greeting between husband and wife being over, General White had to undergo much handshaking and the receiving of congratulations from personal friends, before he reached the dock-shed, where the municipal authorities presented him with an elaborately illuminated address of welcome, expressing profound admiration at his "noble and successful efforts to uphold and maintain the honour and dignity of the empire in distant Natal, which have won the lasting admiration of the civilized world."

During the reading of the address the huge crowds in the vicinity seized every occasion to hurrah, and the enthusiasm was indescribable. Hats, handkerchiefs and flags were waved frantically and cheer followed cheer in endless succession. General White was visibly moved at the warmth of his reception. In acknowledging the address he referred with admiration to his gallant garrison, every one of whom, he said, "from General Hunter to the brave trumpeter, had behaved magnificently."

General and Lady White afterwards proceeded to Netley, where the General will recuperate. Hundreds of congratulatory telegrams awaited Sir George on his arrival at Southampton, including one from Queen Victoria, making an inquiry as to his health.

General and Lady White, accompanied by their daughter, arrived in London to-night.

THE UNITED STATES NAVY.

DEARTH OF OFFICERS.

WASHINGTON, April 14th.

The Navy Department was under the necessity to-day of ordering the cruiser *Detroit* to the Portsmouth Navy Yard, New Hampshire, to go out of commission. In addition to this orders have been prepared to put the *Marblehead* out of commission at Mare Island, and telegraphic orders have been sent to Admiral Watson to send the gunboats *Bennington* and *Concord*, now at Manila, to San Francisco, where they will also be put out of commission. The big battleships *Indiana* and *Massachusets*, which have just been overhauled at the New York Navy Yard, are also to be sent to League Island about the 1st of the month to be laid up in ordinary, instead of being commissioned.

This remarkable reduction of the number of ships in commission is ascribed at the Navy Department to the lack of a sufficient number of officers to furnish complements for the ships absolutely required for naval purposes. The battleship *Kearsarge* has just been put in commission, and the *Illinois*, on the Atlantic side, and the *Wisconsin* on the Pacific Coast must also be commissioned immediately, in order that the ships may be taken over from the hands of the contractors. Then there are some smaller craft like the *Stringham* and the *Chesapeake* also calling for commissions and crews. The extent of the shortage may be suggested by the fact that for all of the four great guns in the double turrets of the new battle-ship *Kearsarge*, but one officer could be spared, involving undue risk, even in times of peace.

The Navigation Bureau is authority for the statement that there are fully 160 vacancies in the line of the Navy, and the total number of officers is really less than it was fifteen years ago, notwithstanding the great increase in the number of ships. The projected shortening of the course at Annapolis, provided for in the pending naval bill, would not substantially relieve the situation in less than fifteen years; so the officials are striving to find some method for temporary relief, such, perhaps, as the graduation of the Annapolis classes for the next two years one year in advance of the usual time, or an authorization for the immediate appointment to Annapolis of about a hundred extra cadets.—*S. F. Chronicle.*

STRANGE VISITOR IN NORTHERN SKIES.

CORNING, April 16th.

A curious astronomical freak was witnessed in the northern skies from this place to-night at 7.04 o'clock. What appeared to be a falling star suddenly burst when about 30 degrees from the earth, leaving behind it a small luminous ball, which gradually increased to a great size. After the explosion a meteor shot from the centre of the burning mass and continued on its path toward the earth. The luminous mass hung in the skies and was plainly visible for several minutes. Many citizens witnessed the phenomenon.

DUNSMUIR, April 16th.

At 7.10 o'clock this evening a ball of fire appeared in the sky, moving from the northeast toward the southwest, probably 5,000 feet from the earth. Its first appearance was about three feet in diameter. It burst, giving a flash of light, followed by a sound like the discharge of a rifle. The explosion left a mass of white smoke or vapour, which left a trail for 100 yards.

A second faint explosion occurred, leaving the ball in remnants, the forward part red and the after part black, which quickly disappeared from sight as if taken up by the elements of the air. The vapor remained faint until dark. The scene was one of an instant, but decidedly interesting. A sky rocket of the above description would be a vivid illustration of the heavenly visitor.—*S. F. Call.*

ADMIRAL DEWEY'S CLAIMS.

WASHINGTON, April 16th.

Complying with a resolution of inquiry, the President sent to the Senate to-day an itemized statement of the expenditures of the Philippine Commission. The statement includes the following items: Compensation of $10,000 each to Commissioners Schurman, Worcester and Denby, $30,000; per diem allowance to Commissioners after their return to the United States, $5285; secretary to commission (compensation $8500, per diem $3660), $12,220; transportation, $13,687; household expenses in Manila, $9252; clerical services, $31,701; miscellaneous, $14,998; total, $117,185.

The President also transmits with his indorsement a recommendation from Secretary Hay that provision be made for payment to the naval and military members of the commission (Admiral Dewey and General Otis) at the same rate as that paid to the other members. He says they have received nothing for their services in excess of their regular salaries.

THE PHILIPPINE COMMISSION.

SAN FRANCISCO, April 17th.

Judge William H. Taft, chairman of the Philippine Commission, and two of his associates, General Luke E. Wright and Professor Dean C. Worcester, held an informal reception yesterday morning in the courtroom of the United States Circuit Court. Judge Morrow extended welcome to the distinguished visitors and introduced them to members of the bar and others who were present. Among those who greeted the Commissioners were: Colonel John P. Jackson, S. W. and E. B. Holladay, William T. Bagget, Horace Pillsbury, Charles W. Slack, Arthur Rodgers, E. F. Preston, Frank L. Coombs, Marshall B. Woodworth, Samuel Knight, Milton F. Andross, W. W. Cope, W. H. H. Hart, J. J. Scrivener, Southard Hoffman, J. P. Langhorne, Henry C. Schaertzer, Frank Monckton George E. Morse, James S. Manley, Crittenden Thornton, Mrs. Clara Foltz, Nathan Frank, M. W. Wheaton, W. W. Allen and J. L. Hopkins.

Commissioner Taft was outspoken in admiration of the courtesy shown himself and the other Commissioners during their brief stay in this city. "I only trust," he said, "that the Filipinos may not be as generous in hostility as you have been in hospitality." The Commissioners will depart for the Philippines to-day at noon.—*S. F. Call.*

GREAT BRITAIN AND PORTUGAL.

RUSSIAN PRESS OPINION.

So long as Lorenco Marques was made use of by the Boers to smuggle in weapons of war and the riff-raff of foreign mercenaries, the Russian Press raised not a single dissentient voice. Now that England is about to land troops at Beira, the entire Press of Russia is furious at what it terms "a violation of neutrality." The *Russija* asks the question whether British troops can march lawfully through Portuguese territory, and is of opinion that the action of Great Britain gives the Powers a fresh right to intervene. The *Novoe Vremya* says that the action of Great Britain is a challenge to Europe, and that the Powers cannot allow it to pass unnoticed. The *Bourse Gazette* says that the hands of the Powers are now set free, and that the Anglo-Portuguese Treaty permits them to intervene on behalf of the Boers.

THE BOERS AT ST. HELENA.

Further particulars have been received of the attempt of Colonel Schiel and two other Boer prisoners to escape from St. Helena. Colonel Schiel bribed a boatman to carry a letter to a Dutch cruiser. The boatman, by mistake, delivered the letter to H.M.S. *Niobe* in the harbour, and thus the plot was discovered.

At St. Helena, five bands played the Boer prisoners, including Colonel Schiel, into Deadwood Camp. When Col. Schiel landed he was marched to the citadel, the sailors and soldiers singing "Rule Britannia" and "Soldiers of the Queen."

GERMANY AS A NAVAL POWER.

As late as 1870, fully one-half of the German population was still occupied with agriculture and the industries connected therewith. Since then the agricultural class has much diminished. It is now only 36 per cent. At the same time, the population in general increases rapidly, whilst emigration, formerly so large, has latterly decreased from year to year, until it has become ten times less than it was in the beginning of the eighties.

The annual growth of the German population, which formerly was, in the average, half a million, and which then rose to three-quarters of a million, has recently increased to 850,000 a year. It is reckoned that the German Empire always without those Austrian provinces which, from ancient times down to 1868, were as much an integral part of the country as Yorkshire, Scotland, or Wales are an integral part of Great Britain will, twenty years hence, contain between 70-75,000,000 people.

That population, the advocates of the Navy Bill say, has to be fed, and to be secured against a hostile interruption of its industrial export and its necessary import. During the last forty years its trade has risen, since 1860, from two and a half milliards of marks to eight and a half in 1897. "It is now assumed to have reached ten milliards. The tonnage of its ships has, during the last ten years, augmented fifteen times. Though the increase of trade with countries or colonies over sea may certainly be attained without a navy, yet, in times of danger, that trade would be at the mercy of a strong foreign naval Power, if it were not itself correspondingly protected by a force at its back. In this connection it is observed that, during the present war an attempt has even been made to treat flour as contraband of war, contrary to what evidently England's own interests would be, if ever the sad and fatal day of foreign invasion came for her.

It certainly speaks much for the hearty desire of the German people to see peace preserved, and the desire for further armaments held at bay, that, in spite of all kinds of alarming portents, there should still be so much hesitation, or even downright opposition, among its Liberal and Democratic parties in reference to an increase of the navy. There is no such opposition, or such hesitation, in England. . . .

The Social Democratic party of Germany, as an organised body, are no doubt averse to the acceptance of the Navy Bill. So is the majority of the Democratic "People's Party," and a section of the Progressists or "Freisinnige." Their persistent opposition is founded on their absolute dissatisfaction with the present system of Government. It would require a hostile attack from abroad to effect a change in their attitude. But then—the advocates of the Bill say—it would be too late. When, in 1870, Germany was attacked by France, the arm was ready. At present, the fleet is not sufficient for such an emergency, or a possibly even worse one, which may arise.—Dr. Carl Blind in the *Fortnightly Review.*

SHIPPING REPORTS.

Captain S. Wilde, of the steamship *Taisang*, from Shanghai, reports:—Moderate variable winds and misty weather.

NOTANDA.

CALENDAR.

MAY.

Meteorological means based on ten years' observations to 1893.

Barometer	29.867
Thermometer	76.2
Humidity	84.0
Rainfall	15.0

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.97	29.89
Temperature	77	78
Humidity	91	90
Rainfall	—	—

TO-DAY.

Thursday, 17th May, 1900.

Chinese—*10th of 4th moon of 26th year of Kwang-su.*

Sun—*Rises*	*5hr. 21min.*
Set	*6hr. 53min.*
High water—*Morning*	*9hr. 46min.*
Afternoon	*9hr. 4min.*
Low water—*Morning*	*3hr. 25min.*
Afternoon	*5hr. 21min.*

ANNIVERSARIES.

1838—Prince Tallyrand died.
1858—A reward of $500 offered by Sir John Bowring for the arrest of the pirate Chu-A-Kwai.
1860—Loss of the French warship *Lave* off Amoy.
1879—Arrival of General Grant in Shanghai.
1886—King of Spain born.
1893—The four-masted ship *Somali* towed into Hongkong dismasted.
1897—Battle of Domoko.
1899—Sam Chun taken by the British troops.

TO-MORROW.

Friday, 18th May, 1900.

Chinese—*20th of 4th moon of 26th year of Kwang-su.*

Sun—*Rises*	*5hr. 20min.*
Sets	*6hr. 52min.*
High water—*Morning*	*10hr. 27min.*
Afternoon	*0hr. 0min.*
Low water—*Morning*	*3hr. 57min.*
Afternoon	*6hr. 9min.*

ANNIVERSARIES.

1842—The city of Champu taken by the British troops.
1868—Nicholas II., Czar of Russia, born.
1873—Khiva captured by the Russians.
1877—Ng Choy, the first Chinaman to adopt the legal profession, admitted to the Hongkong Bar.
1890—Destructive fire in Shanghai: 55 houses destroyed.
1891—Anti-foreign riot at Ngankin.
1896—Suicide of Lieut. Commander Adair, of H.M.S. *Pigmy*, at Yokohama.
1897—Domokos abandoned by the Greeks.
1899—Chinese Government sign loan of £16,000,000 from H.K.& S. H. Bank and the German Bank.
1899—Peace conference meets at the Hague.

AGENDA.

TO-MORROW.

Daylight—N. Y. K. steamer *Sanuki-Maru* leaves for Europe etc.
Noon—I. C. S. N. Co's steamer *Chelydra* leaves for Straits.
C. N. Co's steamer *Sungkiang* leaves for Manila.

SATURDAY, 19th.

(About) N. P. steamer *Monmouthshire* leaves for Portland, Oregon.
N. L. steamer *Bamberg* leaves for Havre and Hamburg.
4 p.m. Cargo ex *Empress of Japan* subject to rent.
5 p.m.—C. N. Co's steamer *Diamante* leaves for Manila.
9 p.m.—"Terrible" Fête.

SUNDAY, 20th.

(About) C. & O. S. Co's *Strathgyle* leaves for San Diego and San Francisco.

TUESDAY, 22nd.

(About) P. & O. steamer *Japan* leaves for London etc.
8 p.m.—Annual Dinner of the Devonian Society at Hongkong Club.
Cargo ex *Silesia* subject to rent.
Cargo ex *Sachsen* subject to rent.
Cargo ex *Ardandearg* subject to rent.

WEDNESDAY, 23rd.

12 for 12.15 p.m.—2nd Ordinary Annual and Extraordinary General Meetings of the "Star" Ferry Co., at the Co.'s Offices, No. 2 Connaught Road.
Noon—O. & O. Co.'s steamer *Doric* leaves for San Francisco etc.

THURSDAY, 24th.

Queen's Birthday.
O. S. Co.'s steamer *Idomeneus* leaves for Liverpool (direct) via Suez Canal.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (*Lightning*) to-morrow.
French (*Indus*) 19th inst.
American (*Nippon Maru*) 23rd inst.
Tacoma (*Braemar*) 26th inst.
Australian (*Australian*) 27th inst.
Canadian (*Empress of China*) 29th inst.
American (*City of Rio de Janeiro*) 1st prox.
American (*Coptic*) 8th prox.

* * *

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India*, arrived at Vancouver 5 a.m., on Wednesday, the 16th inst.

* * *

The N. Y. K.'s steamer *Miike Maru*, (Bombay Line) left Kobe *via* Moji for this port yesterday, the 16th inst., and is expected to arrive here on the 23rd inst.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

Brooklyn	at	Kowloon	Dock.
U.S.S. *Monterey*	"	"	"
Hue	"	"	"
Progress	"	"	"
Taiyuan	"	"	"
Independent	"	Cosmopolitan	"
Devawongse	"	"	"

PASSED THE CANAL.

Outward—2nd May—*Kronprinz, Ferdinand.* 5th May—*Dardanus, Glaucus, Asturia, Frederica, Forest Dale.* 9th May—*Benlawers, Oopack, Canton, Oldenburg.* 12th May—*Menelaus, Jihachi Maru.* 15th May—*Benlomond, Kawachi Maru, Wittenberg, Laves, Heidelberg, Pakling, Norman Isles, Kurdistan.*

Homeward—28th April—*Sado Maru, Konig Albert.* 2nd May—*Tonkin.* 9th April—*Annam, Java, Massilia.* 15th May—*Weimar.*

Arrivals at Home—8th April—*Orestes, Tonkin.* 16th May—*Annam.*

Shipping.

Arrivals.

TAM O'SHANTER, American ship, 1,432, Ballard, 16th May,—New York 6th Jan., Kerosine.—Standard Oil Co.

PRONTO, German steamer, 632, Meyer, 17th May,—Newchwang 10th May, General.—Siemssen & Co.

CANTON, British steamer, 1,100, D. F. F. Lawerance, 17th May,—Canton 16th May, General,—Jardine, Matheson & Co.

HUTTON, British steamer, 2,345, W. Annby, 17th May,—Mororan, Japan 6th May, Coal.—Order.

WINGSANG, British steamer, 1,517, T. H. Sellar, 17th May,—Canton 17th May, General.—Jardine, Matheson & Co.

TAISANG, British steamer, 1,544, S. Wilde, 17th May,—Shanghai 13th May, General.—Jardine, Matheson & Co.

HATING, French steamer, 705, Bast, 17th May,—Haiphong 15th May, General.—A. R. Marty.

QUARTA, German steamer, 1,165, H. Johannsen, 17th May,—Saigon 13th May, Rice.—Sander, Wieler & Co.

Clearances at the Harbour Office.

Germania, German str., for Amoy.
Samshui, British steam-launch, for Wuchow.
Hanoi, French str., for Haiphong.
Canton, British str., for Shanghai.
Daphne, German str., for Nagasaki.
Pronto, German str., for Canton.
Duke of Fife, British str., for Moji.
Thistle, British ship, for Moodyville.
Silesia, Austrian str., for Singapore.
Tailee, German str., for Mauritius.
Holstein, German str., for Singapore.
Hailoong, British str., for Swatow.

Departures.

May 17, *Haiman*, British str., for Swatow.
May 17, *Holstein*, German str., for Singapore.
May 17, *Germania*, German str., for Amoy.
May 17, *Roma*, British str., for Sourabaya.
May 17, *Hailan*, French str., for Hoihow.
May 17, *Kachidate Maru*, Jap. str., for Moji.
May 17, *Rickmer Rickmers*, German ship, for Portland.
May 17, *Hanoi*, French str., for Haiphong.
May 17, *Daphne*, German str., for Vladivostock.
May 17, *Krongsai*, German str., for Pakhoi.

Passengers—Arrived.

Per *Taisang*, from Shanghai—The Ada Delroy Theatrical Co. (9), Mr. Henderson, and 63 Chinese.

STEAMERS EXPECTED.

Names.	*From.*	*Due.*
Lightning	Singapore	To-morrow
Hiroshima Maru	Singapore	To-morrow
Indus	Singapore	May 19th
India	Singapore	May 19th
Royalist	Singapore	May 19th
Ambria	Singapore	May 21st
Antenor	Singapore	May 21st
Nippon Maru	Japan	May 23rd
Miike Maru	Moji	May 23rd
Braemar	Portland, Or.	May 26th
Australian	Port Darwin	May 27th
Empress of China	Vancouver	May 29th
City of Rio de Jan.	San Francisco	June 1st
Coptic	San Francisco	June 8th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Agamemnon	London	June 12th
Airlie	Sydney, &c.	May 31st
Ambria	Havre, &c.	June 21st
America Maru	San Francisco, &c.	June 26th
Anping Maru	Swatow, &c.	May 30th
Antenor	London	June 26th
Argyll	Portland, &c.	June 30th
Bamberg	Havre, &c.	May 19th
Bayern	Straits, &c.	July 12th
Belgian King	San Diego, &c.	June 20th
Braemar	Portland, &c.	June 9th
Chelydra	Singapore, &c.	May 18th
China	San Francisco, &c.	July 31st
City of Peking	San Francisco, &c.	July 5th
City of Rio	San Francisco, &c.	June 9th
Clyde	Shanghai	May 26th
Coptic	San Francisco, &c.	June 19th
Coromandel	Europe, &c.	May 26th
Diamante	Manila	May 19th
Doric	San Francisco, &c.	May 23rd
Drummond	New York	June 10th
Duke of Fife	Victoria, B.C.	July 28th
Emp. China	Vancouver, &c.	June 6th
Emp. India	" "	June 27th
Emp. Japan	" "	July 18th
Freiburg	Havre, &c.	July 6th
Futami Maru	Japan	May 26th
Gaelic	San Francisco, &c.	July 14th
Glenogle	Victoria, B.C.	July 3rd
Goodwin	Victoria, B.C.	June 2nd
Hailoong	Swatow, &c.	May 18th
Hakata Maru	Marseilles, &c.	June 1st
Hamburg	Straits, &c.	May 30th
Hiroshima Maru	Kobe & Yokohama	May 22nd
Hongkong Maru	San Francisco, &c.	July 21st
Idomeneus	Liverpool	May 24th
India	Shanghai	May 20th
Japan	London	May 22nd
Kasuga Maru	Sydney, &c.	May 25th
König Albert	Straits, &c.	Aug. 9th
Kweiyang	Tientsin	May 22nd
Loongsang	Manila, &c.	May 22nd
Marie Jebsen	Samarang, &c.	May 20th
Miike Maru	Bombay, &c.	May 25th
Mikawa Maru	Shanghai, &c.	May 22nd
Monmouthshire	Portland, &c.	May 19th
Nippon Maru	San Francisco, &c.	May 31st
Oldenburg	Straits, &c.	June 28th
Patroclus	London	May 29th
Pioneer	Ichang, &c.	May 23rd
Preussen	Straits, &c.	Sept. 2d
Prinz Heinrich	Straits, &c.	Sept. 6th
Queen Adelaide	Victoria, B.C.	July 25th
Rosetta	Japan	May 26th
Sachsen	Straits, &c.	June 14th
Sambia	Havre, &c.	June 30th
Sanuki Maru	Marseilles, &c.	May 18th
Sarnia	Havre, &c.	June 9th
Strathgyle	San Diego, &c.	May 24th
Stuttgart	Straits, &c.	July 26th
Sungkiang	Manila	May 18th
Tamsui Maru	Swatow, &c.	May 20th
Thyra	San Diego, &c.	July 20th
Weimar	Straits, &c.	Aug. 23rd

Intimations.

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the HONGKONG CLUB, on TUESDAY, the 22nd instant, at 8 P.M.

Members intending to be present are requested to send in their Names to the HONORARY SECRETARY on or before FRIDAY, the 18th instant.

The Secretary will be glad to receive the Names of Devonians wishing to join the Society.

MOWBRAY S. NORTHCOTE,
Hon. Secretary.

Hongkong, 16th May, 1900. [607

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SECOND ORDINARY ANNUAL MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, at NOON, on WEDNESDAY, the 23rd May, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to 30th April, 1900.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 23rd instant, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, 8th May, 1900. [577b

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of THE "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, on WEDNESDAY, the 23rd day of May, 1900, at 12.15 in the afternoon, when the SUBJOINED RESOLUTIONS will be proposed.

1.—That the Capital of the Company be increased from $1,000,000 to $2,000,000 by the creation of 10,000 New Shares of $100 each.

2.—That the New Shares be issued at such time or times and at such premium as the Directors may determine.

3.—That the New Shares be allotted to such persons and upon such terms and conditions as the Directors may determine.

By Order,

EDWARD OSBORNE,
Secretary.

Hongkong, 8th May, 1900. [578b

THE "STAR" FERRY COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of THE "STAR" FERRY COMPANY, LIMITED, will be held at the COMPANY'S OFFICE, No. 2, Connaught Road, on WEDNESDAY, the 23rd day of May, 1900, at 12.15 in the afternoon, when the SUBJOINED SPECIAL RESOLUTION will be proposed.

Should the said Resolution be passed by the required majority it will be submitted for confirmation as a Special Resolution to a Second Extraordinary Meeting, to be held subsequently convened.

"That the Regulations contained in Table A in so far as they apply to this Company be altered as follows:—

That the following clause be substituted for Clause 37 of Table A: "The quorum "for all the purposes of a General Meeting shall be not less than five members "present in person or by proxy. No business shall be transacted at any "General Meeting unless the quorum "requisite be present at the commencement of the business."

By Order,

EDWARD OSBORNE,
Secretary.

Hongkong, 5th May, 1900. [579b

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM BONUS of Twenty per cent. upon Contributions for the year 1899 has been declared.

Warrants will be issued on the 1st May.

By Order of the Board,

W. J. SAUNDERS,
Secretary.

Hongkong, 20th April, 1900. [515b

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED.

NOTICE is hereby given that all Parties who were Holders of Shares on the 4th May, and who wish to apply for the New Issue of Capital must Register their Holdings on or before the 21st May.

The TRANSFER BOOKS will be CLOSED from the 22nd to the 28th instant, both days inclusive.

By Order,

EDWARD OSBORNE,
Secretary.

Hongkong, 7th May, 1900. [586b

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty Seventh day of March, 1900, the following RESOLUTION were passed.

1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March instant, and since duly registered, the Sum of $1,350,000 be withdrawn from the Reserved Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of $25 as paid up thereon in addition to the Sum of $50 now standing to the credit of each Share.

2.—That the Balance of $25 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of $25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the Rate of $12 per cent. per Annum, upon all Calls remaining Unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

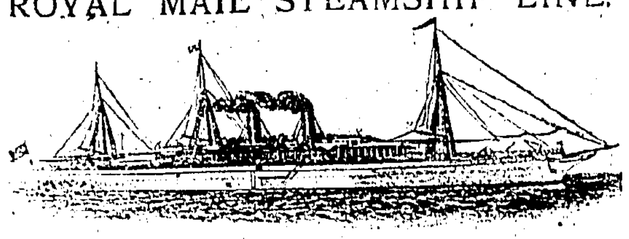
By Order of the Board.

A. SHELTON HOOPER,
Secretary.

Hongkong, 27th March, 1900. [403b

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



1900 1651

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA...Commdr. R. Archibald, R.N.R....WEDNESDAY, 6th June.
EMPRESS OF INDIA...Commdr. C. P. Marshall, R.N.R....WEDNESDAY, 27th June.
EMPRESS OF JAPAN...Commdr. Geo. A. Lee, R.N.R. ....WEDNESDAY, 18th July.

THE magnificent Twin screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 3, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS, the Company having received the highest award for same at recent Chicago World's Exhibition, and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder Street. [3

Hongkong, 16th May, 1900.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Tacoma	4,421	A. Jackson	June 2
Glenogle	3,750	W. Flakes	July 5
Queen Adelaide	2,852	E. McNair	July 25
Duke of Fife	3,821	J. S. Cox	July 28

Also

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Monmouthshire	2,874	W. A. Evans	May 19
Braemar	3,601	W. Watt	June 9
Argyll	2,967	Thomson	June 30
Monmouthshire	2,874	W. A. Evans	Aug. 4

THE attention of Passengers is directed to the very cheap rates offered by the Line,

HONGKONG TO LONDON £47.

Excellent accommodations. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £48.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first-class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 3 P.M., on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED,
General Agents.

Hongkong, 17th May, 1900. [1

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND, SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Strathgyle	5,023	Thursday	May 24
Belgian King	3,379	about	June 20
Thyra	3,812	about	July 20

THE Steamship

"STRATHGYLE,"

will be despatched for KOBE, YOKOHAMA, SAN DIEGO and SAN FRANCISCO, on THURSDAY, the 24th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.

Hongkong, 17th May, 1900. [28

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Wednesday, 23rd May, at Noon.	
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 19th June, at Noon.	
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 14th July, at Noon.	

THE Company's Steamship

"DORIC,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on WEDNESDAY, the 23rd instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu; and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 1st May, 1900. [1

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"COROMANDEL,"

Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 26th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 12th May, 1900. [5

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SANUKI MARU, W. Townsend	MARSEILLES, LONDON & ANTWERP, VIA STRAITS, COLOMBO and PORT SAID	FRIDAY, 18th May, at Daylight.
HIROSHIMA MARU, S. Yoshizawa	KOBE and YOKOHAMA	TUESDAY, 22nd May, at Daylight.
MIKAWA MARU, M. Takahashi	SHANGHAI, CHEMULPO and NAGASAKI	TUESDAY, 22nd May, at 4 P.M.
MIIKE MARU, S. Kawamura	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 25th May, at Noon.
KASUGA MARU, E. W. Haswell	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th May, at 4 P.M.
FUTAMI MARU, J. Thom	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 26th May, at Noon.
HAKATA MARU, F. L. Sommer	MARSEILLES, LONDON & ANTWERP, VIA STRAITS, COLOMBO and PORT SAID	FRIDAY, 1st June, at Daylight.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 15th May, 1900. [6

NORDDEUTSCHER LLOYD. (*Freight Service.*)



HAMBURG-AMERIKA LINIE. (*Freight Service.*)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
BAMBERG	HAVRE and HAMBURG.	19th May.	Freight.
Jacobs	(LONDON with transhipment in HAMBURG)		
SARNIA	HAVRE and HAMBURG.	6th June.	Freight and Passage.
Fuchs	(LONDON with transhipment in HAMBURG)		
AMBRIA	HAVRE and HAMBURG.	About 21st June.	Freight.
Burmeister	(LONDON with transhipment in HAMBURG)		
SAMBIA	HAVRE and HAMBURG.	About 30th June.	Freight.
G. Schmidt	(LONDON with transhipment in HAMBURG)		
FREIBURG	HAVRE and HAMBURG.	About 6th July.	Freight.
Feyen	(LONDON with transhipment in HAMBURG)		

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).	Thursday, 31st May, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 26th June, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 21st July, at Noon.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 31st instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 9th May, 1900. [7

U.S. MAIL LINE. PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 9th June, at Noon.
City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 5th July, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 31st July, at Noon.

THE U.S. Mail Steamship

"CITY OF RIO DE JANEIRO,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 9th June, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

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Consular Invoices to accompany Cargo destined to Points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 1st May, 1900. [7

Insurances.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [30

SALAMANDER FIRE INSURANCE CO.

NOTICE.

THE UNDERSIGNED, having been appointed AGENTS for the above COMPANY, are prepared to accept Risks against FIRE at CURRENT RATES.

HOTZ, S'JACOB & CO.

Hongkong, 31st March, 1900. [422b

For Sale.

FOR SALE AT TIENTSIN, NORTH CHINA.

LARGE BUSINESS PREMISES on the TAKU ROAD within easy reach of the bund. The Premises consist of a Six-roomed Bungalow, Three Large Godowns, one with a double storey and flat roof suitable for drying purposes, Compradore's Quarters and Offices, one Brick House, several Out-buildings and all necessary adjuncts to business. One Godown contains a Hydraulic Press, Engine, &c.

For particulars apply to

J. T. SKOTTOWE,
Land, Estate, and General Commission Agents,
Tientsin,
North China.

Hongkong, 9th April, 1900. [466b

To be Let.

TO LET.

"HARFORD." MAGAZINE GAP.

GROUND FLOOR, 52, PEEL STREET.
"THE RETREAT."—MOUNT KELLETT.
5, RIPON TERRACE.
"GLENIFFER," KOWLOON.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 8th May, 1900. [21

Intimations.



THIS Piano subject needs looking into. For, whereas, if you get a Good Piano at a Low Price you can sell it at a fair Price without difficulty should necessity arise, if you pay a fictitious price for a poor piano you can hardly realize anything on your investment.

The pianos sold by us, besides yielding daily musical dividends, hold the money invested much safer than ordinary instruments, for the construction is honest and economical throughout.

Several Pianos returned from hire in good order VERY CHEAP.

THE ROBINSON PIANO CO., Limited.

The musical portions have not been slighted for the sake of showy external features.

Hongkong, 10th May, 1900. [606b

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIP'S STORES AND REQUISITES ALWAYS IN STOCK AT *REASONABLE PRICES.*

Hongkong, 14th May, 1896. [38

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN.

Agencies:—

Miiki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 11th December, 1899. [33

THE COMING ELECTION IN THE UNITED STATES.

THE REPUBLICAN PLATFORM.

CHICAGO, April 16th.

A special to the *Post* from Washington says:—Administration leaders have agreed upon the issues and articles of Republican faith which will be incorporated in the national platform, to be submitted to the Philladelphia convention for ratification. A rough draft of the Republican party creed has been accepted by Republican leaders of the Senate and Republican national committeemen.

The opening declaration will be a hearty indorsement of President McKinley, and a tribute to his personal management of the most brilliant military and naval achievements of the close of the century. Unqualified approval will be accorded to all the administrative acts. The establishment of a gold standard will be dwelt upon, and a plank will be devoted to renewed allegiance to the gold standard. The keynote of the platform will be the expansion issue. A strong, clear utterance in favour of the retention of the Philippines and of a vigorous foreign policy will be delivered. There will be no positive affirmation of the right of this Government to govern the Philippines, as that must be left for future adjudication.

The policy of protection will be affirmed and the platform will pledge the party to the support of the doctrine of reciprocity. A greater merchant marine and liberal pension laws will be demanded, and the Monroe doctrine reasserted. The Nicaraguan canal will be supported if no action is taken at this session of Congress. The developments of the near future in Cuba and the outcome of the municipal election next month will largely shape the policy toward that island. Among other planks one in favour of an augmented navy, others in favour of civil service, free homesteads, restriction of immigration and temperance, and woman suffrage will also have a place in the platform.

ALGER ON DEWEY'S CANDIDACY.

DETROIT, April 15th.

"I think that Admiral Dewey has made a grave mistake in announcing his candidacy for the Presidency," said ex-Secretary of War Alger in the course of an interview to-night. "It looks as though the wealth of praise showered upon the Admiral since his return from the east has turned his head. It is harder to resist prosperity than adversity. I feel sorry for him; his ambitions will certainly be unfulfilled. His action is ill advised. I predict for him in his Presidential aspirations a melancholy disappointment."

JAPANESE IMMIGRATION IN THE UNITED STATES.

WASHINGTON, April 16th.

Up to this point nothing has been done by the Washington authorities looking toward the restriction of the immigration of Japanese into this country, beyond the application of the contract labour laws. The enforcement of these laws is intrusted to the officials of the Treasury Department, and so far as is known they have not discovered any movement towards the bringing into the United States of Japanese coolies under labour contracts. They are not, however, authorized to interfere with the incoming of the Japanese who can satisfy the requirements of the laws in the matter of freedom from contract obligations and ability to maintain themselves. It is believed that unlike other Orientals, few Japanese, even of the labouring classes, fail to make a sufficient showing on these points to pass muster and secure admission at the Golden Gate. Although the recent reports from San Francisco of the arrival at the port of considerable numbers of Japanese labourers, taken in connection with the steady increase of the Japanese population of the Hawaiian islands, has attracted the attention of the executive branch of the Government, it is said that even supposing the presence of the Japanese within our territorial limits should be regarded as undesirable, the subject of restriction is entirely beyond executive reach at present, being one for the consideration of Congress. The figures of the immigration bureaus of the Pacific Coast are, however, being closely watched, for upon their showing may depend important recommendations upon this subject.

"NEVER AGAIN."

SIR A MILNER'S REPLY.

A Nonconformist deputation, upwards of forty in number, presented Sir Alfred Milner with an address signed by every Wesleyan, Congregational, Presbyterian, and Baptist minister in the Cape Peninsula. Several speeches were made expressing the utmost confidence in Sir Alfred Milner and a desire for a "Never Again" settlement.

Sir Alfred Milner, in reply, said that, despite the exceptional display of mendacity at his expense, he refused to pose as a martyr, and entirely agreed with the sentiments of the address regarding the terms of settlement and the ultimate harmony and fusion of the white races, believing that the greater the sacrifices this involved the stronger must surely be the determination to achieve a settlement which would render a repetition of this terrible scourge impossible. "Never again" must be the motto of all humane men.

"It is for that reason, not from any lust of conquest, not from any desire to trample on a gallant if misguided enemy, that we desire that the settlement shall be no patchwork, no compromise, that it shall leave no room for misunderstanding, no opportunity for intrigue, for the revival of impossible ambitions, or the accumulation of enormous armaments.

"President Krüger has said he wants no more conventions; I entirely agree with him. Compromise of that sort is unfair to everybody. If there is one thing of which, after our recent experiences, I am absolutely convinced, it is that the vital interests of all those who live in South Africa—of our present enemies as well as of those who are on our side—demand that there should not be two dissimilar and antagonistic political systems in that which nature and history have irrevocably decided must be one.

"To agree to a compromise which would leave any ambiguity on this point would not be magnanimity; it would be weakness, ingratitude, and cruelty—ingratitude to the heroic dead and cruelty to unborn generations.

"But, when I say that, do not think that I wish to join in the outcry at present so prevalent against the fine old virtue of magnanimity. I believe in it as much as ever I did, and there is plenty of room for it in South Africa to-day.

"We can show it by frank recognition of what is great and admirable in the character of our enemies, and by not maligning them as a body because of the sins of some—perhaps of many—individuals."

Concluding, Sir Alfred Milner said:—"The treatment of those guilty of rebellion, while characterized by just severity towards the really guilty parties, should be devoid of any spirit of vindictiveness or race prejudice. Let us show this when the struggle is over by freely extending even to those who fought against us the rights and privileges we have resolutely claimed for ourselves."

THE OUTLYING PHILIPPINES.

WASHINGTON, April 14th.

It is said at the State Department that no conclusion has yet been reached in the negotiations which have been in progress between the department and the Spanish Government respecting the title to certain outlying islands in the Philippine archipelago. The department has from the first insisted that these islands, though not specifically included in the ceded territory, were actually part of the cession, but it was not possible to resist the courteous request of the Spanish Government for a consideration of its claims, and the ascertainment of the understandings reached by the American members of the Peace Commission on this point.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Abdoolhoosen
Ah Tee
Aenolis, D.
Austin, Lieut.-Col. G. B.
A. B. C.
Adams, Miss C. A.
Among, G. N.
Aldenberg, L.
Abraham, H.
Agon, D. J.
Ademsen, Mrs. H.
Andrews, Mrs.
Bowal, M.
Brewer, Mrs. M.
Braecke, G.
Brüce, Mrs.
Banister, D. R.
Basto, C.
Barrett, J.
Boyle, Mrs. L.
Baker, Coley H.
Brown
Blake, R. E.
Bland, H. F. B.
Bochum, G.
Brierly, J.
Barkle, T. M.
Brown, C. F.
Bosman, H. F.
Burn, W.
Brown, N. P.
Bradder, N.
Chinoy, D. U.
Clark, A. F.
Cuswick, D. J.
Cannings Miss M.
Citto, Mrs. O.
Colbert, G.
Conner, L.
Chapsing, T.
Crawford, J.
Cohen, C. N.
Chotenmol, K. A. J.
Cumming, Miss H.
Cohen, J. A.
Cruz, D. J.
Carmo, P.
Carangia, R.
Cumming, C. P.
Chanelhuri, M. N.
Crawford, Joseph
Clark, Miss L.
Downie, Mrs. D.
Davis J.
Duhan, W.
Denny, H. S.
Droghida
Dobberke, H.
Drummond
Dehn, Miss L.
Darreth, G. B.
Davies, F.
Duncan, Mr. I. W.
D'Arcy, E.
D'Almeida,
E. M. S. S. Co.
Ehoody, J. E.
Ellias, D. H.
Emile, P.
Evans, F. H.
Eckelhardt
Eastwood, O. E.
Effener, E.
Ellis, Rev. E. M.
Esty, F. R.
Eckert, Miss R.
Echang
Findlay, Rev. W. H.
Fistord, E.
Fleischer, M.
Forster, W. E.
Farmer, L. B.
Frisler, G. E.
Fraser, J.
Fowler, Mrs. L.
Francis, D.
Fischler, C.
Forbs, A. R.
Fox, H. H.
Friedman, Miss R.
Ford, A.
George, H. A. P.
Gambell, E. R.
Greves, J. C.
Garza
Gibson, W. S.
Groundwater
George, G. F. S.
Gonzales, S. J.
Gritti, F. B.
Grant, J.
Gillard, H.
Gatgalds, T.
Green
Galembert
Goddrich, H.
Grossman, A.
Humphry, R. A.
Humphry, J. L.
Halsey
Hachstads
Hall, J. R.
Haüsler
Hopkins, Miss L.
Houston, H. H.
Haller, J. T. W.
Howard, Miss M.
Haw, M. S.
Harrington, S. G.
Holden, S. B.
Howard
Hills, Captain F.
Hitagskan
Hamilton, M.
Heise, F.
Hansen, W. E.
How, A. L.
Hahnekrug, H.
Hing, C. G.
Haines, T. C.
Holden, E. E.
Hopkins Miss
Hooker, Miss O. M.
Hale, M.
Ismailkhan
Jackson
Jocelyn, Mrs. F.
Johnson, L.
Jones, Dr. R. H.
King, K.
Kyriacow, H.
Kwok Chit
Kappel, A.
Kynoch, G. W.
Katrak, J. N.
Katz, J.
Kramer, P.
Keattle, F.
Lange, W.
Legner, H. T.
Leslie, Mr. H.
Laird, P.
Liberge, M. C.
Legarde
Lord Miss H. P.
Laudinber, J. A.
Lomox, R. W.
Liblain
Latta, R. L.
Lun Gheung,
Lopez, Mrs. C.
Liddell, Mrs. P.
Lushkur, S.
Luthens, Roesing & Co.
Lewzey W. E.
Lita, Miss M.
Lind, H. G.
Lerarow, Frank,
Laforest, H. A.
Lair, Dr. S. L.
Lockworth, T.
Ludick, Mrs.
Martin, R. R.
Maung, Sein
Milikoff, J.
Morland, C. H.
Menier, Miss R.
Molesworth, T. D.
Marti, M.
Miller, F. D.
Morris, J. F.
Meonisse, E.
Mana Singh
Mortimere, E.
Muller, M.
Matsumato
Morland, Dr. C.
Mostyn,
Mansfield
Marten & Co.
Montieth, M.
McCall, J. T.
McKerrow
Martemori, P.
Mathews, Miss
Mallone, Mons.
Meadows, W.
Munro, Miss A.
Mackinlay, E.
Mackay, D. G.
Major, N. G.
Miller, G.
Moor, C.
Martin, Mrs.
Marikos, S. S.
Miller, Mrs. T.
Meyer, K.
Marshill, Mrs. J. R.
Montilla, T.
Martin, Mr. E.
Marsh, Capt.
Massap, Miss J.
Mallow
Naguzava, I.
Nagan, E. J.
Nasumoff
Neven Clock C.
Ogden, A. C.
Osorio, S. D. A.
Owen, Rev. W. C.
Okane, Miss M.
Oveido, F.
O'Malley, Hon. E. L.
Olia, N. D.
Onslow, M.
Peoples, Rev. S. C.
Packwood, A. T.
Pow Kee & Co.
Pybrun, N.
Peats, Lieut. C.
Peter, D. J.
Pigot, Mrs. B.
Pillery, V. A. M.
Palmeri, B.
Prario, D.
Palmer C.
Robertson, A.
Robinson, Mrs.
Robbins, E.
Roberston, Mrs.
Rafael Allen Li
Rose, Mrs.
Reutens, J.
Renauld, A.
Rehmoohhay
Rotchel, N.
Ringhause, T.
Randall, B. C.
Rosario, P. C. A.
Rily, C. C.
Richardson
Rosenfield, J.
Rees, H.
Rollen, Hakeam
Switzer, Mrs. J. S.
Scourtin, T.
Setzke, D.
Scott, Hon. B.
Smith, B. H.
Sprague, W. N.
Shaw, N. A.
Schanber, P.
Squeen, H. G.
Sargood, W. E.
Sulleng, P.
Stealford, Miss
Scudder, Mrs. K.
Singman,
Senco, Dr. A.
Sang Fi Foo
Sargood, P. D.
Santos, A.
Stewart, E.
Simmons, Mrs.
Slight, W. H.
Signora, A.
See Chang
Shillen, A.
Sopper, Miss
Smith, H.
Stolys, G. A.
Stafford, T. C.
Sanders, Jose M.
Sonenlut, Ph.
Say, Henry
Sewell, P. S. H.
Silva, A. M.
Sentance,
Snow, H.
Stuart, J. S.
Suckerman, J.
Simmonds, Miss
Schultz, C. M.
Sanders, M. A.
Thomson, R.
Thihandier, C.
Toys, Mrs.
Toyorasmtard
Takkin
Tames, J.
Throcelmolton
Thellusson, Miss.
Taylor, Miss. C.
Tuk Too Cheong
Turner, Miss A. S.
Thresher, W.
Tiarney,
Taylor, G. H.
Umkie, S.
Unternehmung.
Vernon, M. A.
Van Sant, M. G.
Van Hoote, Gen. Rv. E. F.
Vantini, A. A.
Verschunr, G.
Vance, Mrs. C. W.
Vestry, E. H.
Walker, E.
Wheate, W. E.
Wright, M. S.
Weater
Wridno
Wason, T.
Walsk
Worthington, C.
Wight, W. H. B.
Wheatly, E. W.
Weeks, Miss
Williams, H. H.
Watt, J. J.
Warne, Rev. H. W.
Walker, W. M.
Weno, Miss
Wong Loong, Mr.
Williams, Rev. S. T.
Wing Cheong
Williams, Kate
Wilson, J. T.
Weill, R.
Wilhelmi & Co.
Wright, F.
Wiengreen, J.
Yamamoto
Young, D.
Yiford, Mr.
Young, E. F.
Young, F.
Young, F. H.
Zukri, E. E.
Zaboli
Zeb-Alexr.
Zonentet

List of Registered Covers in Poste Restante.

Armstrong, A.
Adamson, Dr. Hans.
Abdul Karim.
Allah Deen
Allah Dillah
Arnold, E. W.
Boor Singh Mangal Singh
Basakha Singh
Blake, E.
Baggoo
Baker, W.
Bisnee, S. R.
Braeter (2)
Collins, J.
Chanda Singh
Cross, R.
Cameron, Miss A.
David, S. S.
Dabir Bux
Diss, Geo.
Diethert, Frank
Elias, A.
Elim Deen
Evans, F. P. (5)
Ebram, Mahomed Bomboab
Eidelstein, A.
Ersor, F. C. C.
Faizall Deen
Fowler, A. G.
Feroz Khan
Galam Mhd.
Gujar Singh
Grunberg, Y.
Griffith, Mrs. L.
George, Carl
Harman Singh (2)
Hay, W.
Hajee Mohamed Joenoensben Hajee
Hillel, E. A.
Han, A.
Hongkong—Peking Rway. Eng.
Isar, Singh
Iswer, Singh
Jap. Address c/o. 20, Graham St. (2)
Joseph, Leon (2)
Jones, E. E.
Johnson, A.
Koninsky, T.
Koppel, A. (9)
Lester, H.
Lutz, E. (2)
Liblain, Mons. (2)
Lall Singh. (2)
Labh Singh
Lomax, R. W.
Linderhof, Albart
Lloyd, Miss
Ledbury, Mrs. M. F.
Lowe, W. S.
Mastowski, W. von.
Mohamed Amin
Mannim Asaf Khan
Mokha Singh.
Mohamed Safee
Ameen
McKerrow, H. B.
Montague, Mrs.
Martin, R. R. (5)
Morris, Capt. R.
Mehar, Din
Mohar, Din
Meissel, W.
Marsh, Capt. P.
Mohamedally, Amin
Madurga, Julio
Nardin, E. W.
Nevine, W. R.
Onslow
Portilla, M. de la
Portigia, Manuel
Platt, Lieut, R.
Patell, W. S.
Pilas, Emil
Pillis, Emerich
Phillipas, Georges
Ratta Singh
Rosenveig, P.
Rahmet Alli.
Roth, Mrs. Rachel
Rusmat Ali. (2)
Rodgers, L.
Robins, Edwin
Rogers, H.
Remedios, Miss E. R.
Silverster. Pte.
Shan Singh
Saman, F.
S. A. P.
Smith, A. M.
Simonds, O. H.
Sulliman, M. H.
Simpson, C. (2)
Takkin, Mons.
Timclat, C. (2)
Tangre, Mrs. F.
Uellner, Gustav.
Vaughn, Miss Nellie
Vestey, E. H. (3)
Wariam Singh
William & Co., Peru
Wilson, L. de Castro y
Walker, F.
Xavier, T. J.
Zonenlich, Ph.

List of Registered Covers for Merchant Ships.

S.S. *Alboin* .....R. F. Twiss.
S.S. *Aeolus* .....T. Williams.
S.S. *Alcinous* .....H. Thompson.
S.S. *Breconshire* .....F. Spence.
S.S. *Clyde* .....Hamilton Northcote.
S.S. *Dalny* .....Capt. Erickson.
S.S. *Empress of India* Rev. W. K. McKibben.
S.S. *Ixion* .....J. M. Roberts. [passenger.
S.S. *Idomenus* .....A. C. Sherry.
S.S. *Ixoin* .....Chas. Jones.
S.S. *Kweiyang* .....Capt. Outerbridge.
S.S. *Legarpi*, ...Maisino de Mesa.
S.S. *Monmouthshire*...Capt. Kennedy.
S.S. *Nestor* .....J. C. Baird.
S.S. *Nippon Maru* ...James Cameron.
S.S. *Strathgyle* .....J. Dawson.
S.S. *Strathgyle* .....A. MacIntyre.
S.S. *Strathgyle* .....Capt. J. R. Gordon.
S.S. *Slomann* .....K. Spath.
S.S. *Tam O'Shanter*...Mrs. J. E. Ballard.
S.S. *Yangtsze*.....W. E. Francis.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAILOONG,"

Captain Bathurst, will be despatched for the above Ports, TO-MORROW, the 18th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 17th May, 1900. [641b

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain Davies, will be despatched as above TO-MORROW, the 18th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 17th May, 1900. [605b

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"

Captain Moore, will be despatched as above TO-MORROW, the 18th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th May, 1900. [621b

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI.

THE Company's Steamship

"INDIA,"

Captain A. Martinolich, will leave for the above place, on SUNDAY, the 20th instant, at Daylight.

For Freight, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 12th May, 1900. [623b

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"

Captain H. Nagata, will be despatched for the above ports, on SUNDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 14th May, 1900. [45

TRIP THROUGH THE FAMOUS YANGTSE GEORGES.

FOR ICHANG AND CHUNGKING.

THE New Fast Paddle Steamship

"PIONEER,"

will leave Shanghai on her First Trip for the above Places *via* HANKOW, on or about WEDNESDAY, the 23rd instant.

The Steamer has Superior Accomodation for First Class Passengers.

For Passage, apply to
ARNHOLD, KARBERG & CO.,
Agents, Yangtse Loading Co.

Hongkong, 15th May, 1900. [631b

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL (DIRECT), VIA SUEZ CANAL.

Taking Cargo at London Rates.

THE Company's Steamship

"IDOMENEUS,"

Captain Riley, will be despatched as above on THURSDAY, the 24th May.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 25th April, 1900. [538b

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"PATROCLUS,"

Captain Dickens will be despatched as above on TUESDAY, the 29th May.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 19th April, 1900. [511b

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"

Captain J. Saito, will be despatched for the above Ports, on WEDNESDAY, the 30th instant, at Daylight.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 16th May, 1900. [637b

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AIRLIE,"

Captain St. John George, will be despatched as above on THURSDAY, the 31st instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 9th May, 1900. [598b

Shipping.

STEAMERS.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's New Steamship

"DIAMANTE,"

Captain G. J. Blaxland, will be despatched for the above port, on SATURDAY, the 19th instant, at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 16th May, 1900. [619b

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"DRUMMOND,"

will be despatched for the above Port on or about SUNDAY, the 10th June.

For Freight, apply to
DODWELL & CO., LIMITED,
Agents.

Hongkong, 8th May, 1900. [4

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"AGAMEMNON,"

Captain Nish, will be despatched on on TUESDAY, the 12th June.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 3rd May, 1900. [570b

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BALLAARAT,"

FROM LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out, mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., *ex* S.S. *Himalaya*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY.

Goods not cleared by the 17th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 11th May, 1900. [5

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "DUKE OF FIFE," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE, MOJI AND SHANGHAI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 11th May, 1900. [4

NOTICE TO CONSIGNEES.

THE C. P. R. Co's Steamship

"EMPRESS OF JAPAN."

Having arrived from VANCOUVER, &c., Consignees of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong & Kowloon Wharf & Godown Company's Godowns at Kowloon, where delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

D. W. CRADDOCK,
Acting General Agent.

Hongkong, 14th May, 1900. [625b

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "MONMOUTHSHIRE," FROM PORTLAND, OR., YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LIMITED,
Agents.

Hongkong, 14th May, 1900. [4

NORTHERN PACIFIC STEAMSHIP COMPANY.

S.S. "VICTORIA."

NOTICE TO CONSIGNEES AND UNDERWRITERS.

Cargo shipped by s.s. *Victoria*, in Tacoma for Hongkong and the South has been transhipped at Kobe and forwarded to Hongkong by s.s. *Monmouthshire*, which steamer arrived here at 2 P.M., TO-DAY.

Bills of Lading will be countersigned by the undersigned.

DODWELL, & Co., LIMITED,
General Agents.

Hongkong, 14th May, 1900. [629b

Consignees.

NOTICE TO CONSIGNEES.

STEAMSHIP "ARDANDEARG," FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & Co., LIMITED,
Agents.

Hongkong, 15th May, 1900. [635b

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"SILESIA,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 22nd instant, *or they will not be recognised*.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, 15th May, 1900. [596b

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "SACHSEN,"
of the NORDDEUTSCHER LLOYD.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 22nd instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 22nd instant, and THURSDAY, the 24th instant, at 9.30 P.M.

All Claims must reach us before the 27th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
Agents.

Hongkong, 15th May, 1900. [22

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship "DORIC."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

C. L. GORHAM,
Acting Agent.

Hongkong, 16th May, 1900. [2

Intimations.

NEW GOODS.

PLENTY IN HAND.

JAPANESE CURIOS.

D. NOMA,
No. 12,
Beaconsfield Arcade,
Opposite the City Hall.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP.

JEYES FLUID
THE BEST DISINFECTANT

SANITARY SOAP.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1897. [37

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ld., DUNLOP TYRES'S BICYCLES—Prices $160.

A special reliable Watch made for this Climate.

Quality A.....$16
Quality B.....$12

40, QUEEN'S ROAD,
Watson's Building.

421

SIEN TING,

SURGEON DENTIST,

No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898. [38

Intimations.

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS JEWELLERS, SILVER SMITH'S, and OPICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS, Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES. Nos. 54 & 56, Queen's Road Central. [43

A CURE FOR ASTHMA!!!
GRIMAULT'S
INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration. are promptly relieved by these Cigarettes.

GRIMAULT & CO., Paris. Sold by all Chemists.

GRIMAULT'S
Matico Capsules
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MATICO INJECTION is used in recent AND MATICO CAPSULES in the more chronic cases

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Hongkong, 22nd September 1898. [40

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:—

GEO. T. HAY, British ship, Spicer.—Siemssen & Co.

VISITORS AT THE HONGKONG HOTEL.

Aitken, Mr. J. H.
Angus, Mrs. John
Appleby, Mr. and Mrs. G. W.
Bailey, Mr. W. S.
Barlow, Mr. J. and servant
Baronian, Mr. Q. S. J.
Billings, Mrs. J. W.
Blackburn, Com. R.N.
Bonnet, Mr. F.
Bowers, Dr.
Brown, Mr. J. W.
Carl, Mr. & Mrs. F. H.
Carter, Mr. H. B.
Clark, Dr. and Mrs. F.
Colie, Mr. H. W.
Cowie, Mr. & Mrs. G.
Crammer, Miss
Cummock, Mr. & Mrs. V. S.
Denroche, Mr. P. C.
Discombe, Mr. G. M.
Drum, Miss
Ellis, Mr. Alf. H.
Genge, Mr.
Germann, Mr. & Mrs.
Gilmore, Mrs. A. J.
Goddard, Capt.
Graham, Miss
Hall, Mr. T.
Harris, Capt. F.
Hawley, Mrs. L. R.
Howard, Mr. Thos.
Hughes, Mr. A. J.
Jeffreys, Major & Mrs.
Jenks, Mrs. J. M.
Joseph, Mr. and Mrs. E. S.
Katsch, Mr. E. A.
Kiene, Mr. and Mrs. F.
Kinghorn, Mr.
Kirkwood, Mr. J.
Koppel, Mr. Alex.
Lance, Mr. L. L.
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Levy, Mr. L. A.
Lewis, Mr. A. R.
Lommer, Mr. R. von
Long, Mr. & Mrs. D. M.
Lyons, Mr. R.
MacGowan, Mr. R. J.
Maddock, Mr. T. F.
Marcenaro, Mr. E.
McEwan, Mr. Alex.
McFarland, Mr. W.
McLeod, Mr. and Mrs.
Messer, Mrs. N. T.
Messer, Miss M.
Morlie, Mr. H. W.
Morrill, Mr. D. T.
Murphy, Mr. E. O.
Neirop, Mr. Van
Newall, Mrs. J.
O'Neill, Mr. J. J.
Oustimoff, Mr. J. J.
Parfitt, Mr. W.
Paudrah, Mr. Antonie
Playfair, Mrs. and Miss
Reeves, Mr.
Robins, Mr. S. J.
Rosenfeld, Mr. Jos.
Saunders, Mr. & Mrs.
Schuell, Mr. A.
Sergeant, Mr. B. W.
Simmins, Mr. H.
Skeel, Mr. and Mrs. R.
Smith, Mr. D. A.
Smythe, Mr. A. J. Hamilton
Stevens, Mr. G. R.
Stevens, Miss
Straub, Mr. P. T.
Temple, Miss
Waghorn, Mr. G.
Warfield, Mr. and Mrs.
Whiley, Mrs. W.
Whiley, Miss
Whiley, Mr. W. J. G.
Wild, Mr. and Mrs. Bagnall
Wolde, Mr. C.

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Brayne, Mr. H. F. R.
Bryson, Mr. A.
Carie, Mr. Arthur R.
Dann, Mr. G. H.
Ezekiel, Mr. J. S.
Forbes, Mr. A.
Fraser, Lt.-Col. A. R.
Gompertz, Mr. H. H.
Graham, Mr. D. M.
Griffin, Major W. W., R.A.
Gros, Mr. Edward F.
Hays, Mr. J.
Hindekroper, Mr.
Inchbald, Mr. Chantrey
Jeffries, Mr. H. U.
John, Major G. R. St.
Johnston, Mr. R. F.
Lee, Mr. J. E.
Lemke, Mr. & Mrs. R.
Mackie, Mr. C. Gordon
Martin, Mr. R.
Mitchell, Mr. R.
Morris, Major & Mrs.
Newall, Mr. Stuart G.
Oakley, Mr. H. E.
Oakley, Miss
O'Gorman, Madame
Pollock, Hon. H. E.
Prynne, Capt. H. V.
Reily, Major C. W.
Rickmiers, Mr. Paul
Robbins, Miss
Schmidt, Mr. and Mrs. A. W. and child
Scott, Capt. and Mrs. Percy
Sinclair, Mr. A.
Stewart, Mr. Murray
Stokes, Mr. A. P.
Thomson, Mr. O. D.
Tomlin, Mr. G. L.
Watson, Mr. and Mrs. Malcolm

CRAIGIEBURN.

Flynn, R.N. Rev. F.
Holton, Capt. and Mrs.
Jones, Mr. D. C.
Law, Mr. and Mrs. D. O. Law and daughter
Little, Miss
Little, Master
Mumford, Mr. N.
Newton, Mr. & Mrs. W.
Piry, Commissioner T.
Piry, Mrs. & 4 daughters
Ready, Mrs. O. G. and 2 daughters
Skottowe, Mr. C. C.
Volpicelli, Consul
Volpicelli, Madame
Wright, Mr. and Mrs. R. Y. and son

The Share Market.

LATEST QUOTATIONS.

(May 17th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	303 % premium [buyers
The Bank of China & Japan, Limited—(Preference)	£5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£4	£1 buyers
The Bank of China & Japan, Limited—(Deferred)	£1	£5.5 buyers
National Bank of China, Ld.	£8	$27
Do. Founders	£1	$20
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$50	$250
China Traders' Ins. Co., Ld.	$25	$54
North China Ins. Co., Ld.	£25	Tls. 165
Yangtsze Ins. Assoc. Ld.	$60	$121
Canton Ins. Office, Ld.	$50	$130
Straits Ins. Co., Ld.	$20	$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$50	$295
China Fire Ins. Co., Ld.	$20	$80
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$15	$30¼
Indo-China Steam Navigation Co., Ld.	£10	$91½
China & Manila S.S. Co., Ld.	$50	$100
Douglas Steamship Co., Ld.	$50	$49
China Mutual S. N. Co., Ld.—(Pref.)	£10	£10.10
China Mutual S. N. Co., Ld.—(O'ary)	£10	£10.10
China Mutual S. N. Co., Ld.—(O'ary)	£5	£5
Star Ferry Co., Ld.	$10	$18½
"Shell" Transport & Trading Co., Ld.	£100	£300
Refineries.		
China Sugar Refining Co., Ld.	$100	$126
Luzon Sugar Refining Co., Ld.	$100	$38
Mining.		
Punjom Mining Co., Ld.	$7	$6.10
Punjom Mining Preference Shares	$1	$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	$300
Queen Mines, Ld.	25 cts.	$0.16
Jelebu Mining and Trading Co., Ld.	$5	$12¾
Raub A'lian Gold Mining Co., Ld.	15s. 10d.	$51
Olivers Freehold Mines, Ld. A	$5	$4¼
Olivers Freehold Mines, Ld. B	$4½	$3¾
Great Eastern & Caledonian Gold Mining Co., Ld.	$5	$0.52½
Do. (Preference)	$1	$0.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$125	490 % premium
Hongkong and Kowloon Wharf & Godown Co., Ld.	$50	$86
Wanchai Warehouse & Storage Co., Ld.	$37½	$54 buyers
New Amoy Dock Co., Ld.	$6¼	$20½
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	$10	$10
Hongkong Land Investment & Agency Co., Ld.	$50	$125½
Kowloon Land and Building Co., Ld.	$30	$26
West Point Building Co., Ld.	$50	$49
Hongkong Hotel Co., Ld.	$50	$118
Humphrey's Estate & Finance Co., Ld.	$10	$10.90
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$100	$37
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 65
International Cotton M'f'g. Co., Ld.	Tls. 100	Tls. 62½
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 400
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 57
Miscellaneous.		
Green Island Cement Co., Ld.	$10	$20½
China-Borneo Co., Ld.	$15	$20
A. S. Watson & Co., Limited	$10	$16
Watkins, Limited	$10	$10.50
Hongkong Electric Co., Limited	$10	$11½
Hongkong Electric Co., Limited	$2	$2.10
Hongkong and China Gas Co., Ld.	£10	$135
Hongkong Rope Manufacturing Co., Ld.	$50	$170
Geo. Fenwick & Co., Ld.	$25	$48
H'kong Ice Co., Ld.	$25	$166
H'kong High-Level Tramways Co., Ld.	$100	$165
Dairy Farm Co., Ld.	$6	$6½
Hongkong and China Bakery Co., Ld.	$50	$50 buyers
Campbell, Moore and Co., Ld.	$10	$16
Bell's Asbestos Eastern Agency, Ld.	£1	$1 buyers
United Asbestos Oriental Ag'cy, Ld.	$4	$7½
United Asbestos Oriental Ag'cy, Ld.	$10	$11
Carmichael & Co., Ld.	$20	$8
Tebrau Planting Co., Ld.	$5	$5
Tebrau Planting Co., Ld.	$4	$4

BENJAMIN, KELLY & POTTS,
Share Brokers.
Telegraph Address—"Rialto."
Telephone No. 148.

EXCHANGE.

Hongkong, May 17th.

ON LONDON, Telegraphic Transfer 1/11⅜
" Bank Bills, on demand...1/11 7/16
" Credits, 4 months' sight 1/11¾
" D'ments, 4 months' sight ....2/—
ON BERLIN, (demand) ....M. 2.00
ON PARIS, Bank Bills, on demand 2.46
" Credits, 4 months' sight 2.50½
ON NEW YORK, Bank Bills, on demand ...47⅛
" Credits, 30 days' sight 48⅛
ON BOMBAY, Telegraphic Transfer 146
" On demand..........................164½
ON SHANGHAI, Telegraphic Transfer.........71⅞
" Private, 30 days' sight ...72⅝ nom.
ON YOKOHAMA, T.T. ....3½ per cent. prem.
Sovereigns, Bank's Buying Rate $10.16
Gold Leaf 100 touch, per tael 53.15
Bar Silver 27 9/16
Dollars ....2 per cent. prem.

OPIUM QUOTATIONS.

Hongkong, May 17th.

New Patna	970	per chest.
Old Patna	1,025	"
New Benares	985	"
Old Benares	960	"
New Malwa	900/920	per picul.
Old Malwa	930/960	"
Persian, paper tied	880/890	"

VESSELS IN PORT.

Steamers.

ARDANDEARY, British steamer, 2,089, Wm. Kinley, 15th May,—Manila 12th May, General.—Dodwell & Co., Ld.

BENVENUE, British steamer, 1,467, J. Porter, 13th May,—Saigon 9th May, Rice.—Gibb, Livingston & Co.

CHELYDRA, British steamer, 2,467, J. T. Davies, 9th May,—Calcutta 21st April, Penang and Singapore 4th May, General. —Jardine, Matheson & Co.

CHOWTAI, British steamer, 1,100, J. A. Morris, 16th May,—Bangkok 10th May, Rice and General.—Yuen Fat Hong.

DEVAWONGSE, British steamer, 1,057, R. Curtis, 17th April,—Saigon 13th April, General.—Yuen Fat Hong.

DIAMANTE, British steamer, 1,255, G. T. Blaxland, 15th May,—Manila 13th May, General.—Shewan, Tomes & Co.

DORIC, American steamer, 2,691, Harry Smith, R.N.R., 16th May,—San Francisco 17th April, Honolulu 24th, Yokohama 8th May, Kobe 9th, Nagasaki 11th, and Shanghai 14th, Mails and General.—O. & O. S. S. Co.

HAILOONG, British steamer, 783, H. Bathurst, 16th May,—Swatow 15th May, General.—Douglas, Lapraik & Co.

HUE, French steamer, 704, P. Merlees, 9th May,—Haiphong and Hoihow 8th May, General.—A. R. Marty.

INDEPENDENT, German steamer, 871, A. Haltz, 12th April,—Samarang 3rd April, General.—Sander, Wieler & Co.

JACOB DIEDERICHSEN, German steamer, 632, J. Bruhn, 16th May,—Singapore 8th May, Lumber.—Jebsen & Co.

LADY JOICEY, British steamer, 2,046, Cook, 16th May,—Hongay 13th May, Coals.—Arnhold, Karberg & Co.

LOOSOK, British steamer, 1,020, J. B. Jackson, 12th May,—Bangkok via Koh-si-chang 4th May, Rice and Timber.—Butterfield & Swire.

LOYAL, German steamer, 1,237, Lorenzen, 15th May,—Newchwang 7th May, Beans and Bean-cakes.—Sander, Wieler & Co.

MONGKUT, British steamer, 859, N. G. Majer, 13th May,—Bangkok 5th May, and Koh-si-chang 6th, General.—Yuen Fat Hong.

MONMOUTHSHIRE, British steamer, 1,871, J. Hennedy, 14th May,—Portland, Oregon via Shanghai and Kobe 13th April, General.—Dodwell & Co., Ld.

ON SANG, British steamer, 1,741, J. Young, 16th May,—Saigon 11th May, Rice.—Jardine, Matheson & Co.

PROGRESS, German steamer, 687, P. Brandt, 7th April,—Touron 5th April, Rice and General.—Siemssen & Co.

SANDAWA, British steamer, 2,157, A. M. Rait, R.N.R., 15th May,—Madras 19th April, General.—Jardine, Matheson & Co.

SANUKI MARU, Japanese steamer, 3,792, W. Townsend, 16th May,—Moji 12th May, General.—Nippon Yusen Kaisha.

SILESIA, Austrian steamer, 3,340, G. Verona, 15th May,—Yokohama and Kobe 8th May, General.—Sander, Wieler & Co.

STRATHGYLE, British steamer, 3,284, J. R. Gordon, 13th May,—Moji 7th May, General.—Butterfield & Swire.

SUNGKIANG, British steamer, 1,021, S. W. Moore, 14th May,—Manila 11th May, Hemp and Sugar.—Butterfield & Swire.

TAI FU, German steamer, 1,065 E. Schipper, 16th May,—Cebu and Iloilo 13th May, Sugar and Dyewood.—Siemssen & Co.

TAI LEE, German steamer, 828, T. Calender, 7th May,—Saigon 3rd May, General.—Meyer & Co.

TAIYUAN, British steamer, 1,459, R. Nelson, 26th Mar.,—Melbourne 13th Feb., Sydney 27th, Townsville 3rd Mar., Thursday Island 8th, Port Darwin 11th, and Manila 23rd, General.—Butterfield & Swire.

TAMSUI MARU, Japanese steamer, 1,007, K. Sobajima, 16th May,—Swatow 15th May, General.—Mitsui Bussan Kaisha.

WONGKOI, German steamer, 1,300, B. B. Brooke Pigot, 12th May,—Bangkok 30th April, and Saigon 8th May, Rice and Flour.—Melchers & Co.

Sailing Vessels.

ABNER COBORN, American ship, 878, B. F. Colcord, 14th May,—Moji 28th April, Coal. —Chinese.

ESMERALDA, British schooner, 130, J. T. Harrison, 14th April,—Guam 26th March, General.—Jardine, Matheson & Co.

FRANZ, Danish bark, 358, Pedersen, 23rd April, —Barry 5th Oct., 1899, and Anjer 12th Feb., Coal.—E. A. Trading & Co.

GEO. T. HAY, British ship, 1,647, Spicer, 30th Mar.,—Manila, (P. I.) Mar., Ballast.—Siemssen & Co.

WM. H. SMITH, American ship, 1,800, E. C. Colley, 27th Mar.,—New York 28th Sept., Kerosine Oil.—Standard Oil Co.

HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, May 17th, 1900.

Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander G. G. F. M. Cradock, Wei-hai-wei.

Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p., Comdr. R. H. J. Stewart, Nagasaki.

Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, en route Japan.

Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p., Captain G. J. S. Warrender, Wei-hai-wei.

Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Commander A. H. Smith-Dorrien, R.N., Manila.

Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Commander Sir Bourchies Wrey, Bart., en route Singapore.

Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicoe, Shanghai.

Daphne, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Com. C. Winnington-Ingram, Hongkong.

Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, Wei-hai-wei.

Esk, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. Chadwick, Ichang.

Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes, Hongkong.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hart, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.

Hermione, British cruiser, 4,360 tons, Capt. R. S. D. Cumming, Shanghai.

Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.

Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Singapore.

Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Hongkong.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. P. R. Coode, Shanghai.

Phœnix, British gunboat, 1,015 tons, Comdr. R. G. Fracer, Shanghai.

Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green, Philippines.

Pique, twin screw, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. C. Reynolds, Singapore.

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Hongkong.

Redpole, British gunboat, 805 tons, Lieut.-Com. C. F. Corbett, Shanghai.

Robin British river-gunboat, 2 guns, Lieut.-Com. G. G. Webster, on the West River.

Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong.

Tamar, receiving ship, 4,600 tons, Comdr. Powell, C.B., Hongkong.

Terrible, British cruiser, 14,200 tons, 30 guns, 25,000 i.h.p., Captain Percy Scott, C.B., Hongkong.

Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. C. D. Roper, on the West River.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, Wei-hai-wei.

Waterwitch, surveying vessel, 620 tons, Lieut.-Commander W. O. Lyne, en route Ningpo.

Whiting, twin screw, torpedo-boat destroyer, 360 tons, 6,000 i.h.p., Lieut.-Comdr. E. Kelly, Hongkong.

Wivern, coast defence ship, 2,750 tons, 4 guns, 1,000 i.h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 560 h.p., Lieut.-Comdr. Watson, on the Yangtsze.

Woodlark, British gunboat, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, on the Yangtsze.

Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class, and 3 second-class boats.

Miscellaneous.

Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Hongkong.

Presidente Sarmiento, Argentine cruiser, 2,850 tons, Capt. Betbeder, Manila.

Zaire, Portuguese gunboat, 528 tons, Captain Mello, Hongkong.

Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thomann von Montalmar, Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Captain Jakovleff, at Nagasaki.

Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.

Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki.

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki.

Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Nagasaki.

Gremiastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki.

Koreyetz, Russian cruiser, 1,290 tons, 9 guns, 2,150 h.p., Capt. Sillmann, at Nagasaki.

Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki.

Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p. Capt. Yenish, at Nagasaki.

Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki.

Otvazny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Petropavlovski, Russian battleship, 12,000 tons, Capt. Grevais, at Japan.

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.

Rozbaynik, Russian cruiser, 1,330 tons, Capt. Komaroff, at Manila.

Rurik,‡ Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.

Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki.

Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Nagasaki.—

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki.

Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots.

Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Port Arthur.

Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.

Vsadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Nagasaki.

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)

Forel, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots.

Novorossisk, Russian torpedo boat, 87 tons, 4 guns, 2,900 h.p., 22 knots.

Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sistk, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Skorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sootchena, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.

Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Sungari, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21 knots.

Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots.

Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral Alexeieff.
* Flagship of Rear-Admiral F. V. Dubossoff.
‡ Flagship of Rear-Admiral Reounoff.

THE FRENCH SQUADRON.

Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Haiphong.

D'Entrecasteaux,* 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, at Japan.

Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Philibert, at Hongkong.

Eure, Dispatch-transport, Capt. Vallée, at Saigon.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Kwang-chow-wan.

Kersaint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Saigon.

Lion, gunboat, 500 tons, 8 guns, 576 h.p., Capt. Frost, at Canton.

Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Capt. M. Motet, at Yokohama.

Surprise, gunboat, 700 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Saigon.

* Flagship of Vice-Admiral Courrejolles.

THE GERMAN SQUADRON.

Gefion, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Manila.

Hansa,* German cruiser, 6,400 tons, Capt. Pohl, at Singapore.

Hertha, German cruiser, 6,000 tons, Capt. S. v. Usedom, at Japan.

Iltis, German gunboat, 1,000 tons, 10 guns, 1,600 h.p., Capt. H. H. Lans, at Amoy.

Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Stein, at Formosa.

Jaguar, German cruiser, Captain Kinderling, at Shanghai.

Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gulich, at Shanghai.

* Flagship of Admiral Fritze.

THE AMERICAN SQUADRON.

Baltimore, Flagship, U.S. cruiser, 4,413 tons, 10 guns, 10,064 h.p., Capt. J. M. Forsyth, at Manila.

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 3,436 h.p., Com. C. H. Arnold, at Manila.

Brooklyn, Flagship, U.S. cruiser, 9,000 tons, Capt. C. M. Thomas, at Hongkong.

Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.

Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Japan.

Celtic, U.S. supply-ship, 5,428 tons, 1,890 h.p., Lieut.-Comdr. N. J. K. Patch, at Manila.

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. S. M. Ackley, at Manila.

Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.

Glacier, U.S. supply-ship, Lieut.-Comdr. J. B. Briggs, at Manila.

Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.

Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lt.-Comdr. W. H. Everett, at Manila.

Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila.

Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila.

Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai.

Monterey, U.S. double-turret monitor, 4,090 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, at Hongkong.

Nanshan, U.S. collier, Lieut. L. A. Kaiser.

New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Manila.

Oregon, 1st class U.S. battleship, 10,288 tons, 16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Manila.

Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila.

Princeton, U.S. gunboat, 1,000 tons, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila.

Scindia, U.S. cruiser, 7,500 tons, Comdr. J. M. Miller, U.S.N., at Manila.

Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Manila.

Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081 h.p., Com. W. T. Burwell, at Manila.

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila.

Yosemite, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at Manila.

Zafiro, U.S. dispatch-vessel, Master A. M. Whitton, at Hongkong.

THE ITALIAN SQUADRON.

Carlo Alberto, Italian cruiser, 7,200 tons, Capt. R. Cali, Singapore.

Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Shanghai.

Liguria, Italian cruiser, 3,000 tons, Captain O. Cecconi, Singapore.

JAPANESE MEN-OF-WAR.

Battleships.

Yashima, 1st class, 12,460 tons, 38 guns, 14,000 h.p., at Kure.

Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Yokosuka.

Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka.

Coast Defence Ships.

Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Sasebo.

Itsukushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure.

Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

Kongo, 2nd class, 2,400 tons, 13 guns, 2,035 h.p., Capt. K. Imai, Japan.

Hiyei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, Japan.

Heiyen, 2nd class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka.

Cruisers.

Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Sasebo.

Chitose, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Kure.

Akashi, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure.

Yoshino, protected cruiser, 1st class, 4,150 tons, 32 guns, 15,000 h.p., at Kure.

Naniwa, protected cruiser, 1st class, 3,709 tons, 24 guns, 7,120 h.p., at Manila.

Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung.

Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure.

Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka.

Akitsusu, protected cruiser, 1st class, 3,150 26 guns, 8,500 h.p., at Sasebo.

Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at Japan.

Idzumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p., at Yokosuka.

Sai-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka.

Akitsushima, protected cruiser, 1st class, at Manila.

Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p.

Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p., at Shanghai.

Yayama, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., Japan.

Tukushi, 3rd class, 1,300 tons, Capt. S. Mastui, 12 guns, 2,887 h.p., Japan.

Sayanami, torpedo-boat destroyer, 305 tons, Capt. J. Takenonchi, at Hongkong.

Sloops and Corvettes.

Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka.

Katsuragi, 1,480 tons, 10 guns, 1600 h.p., at Sasebo.

Yamato, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo.

Tenriu, 1,550 tons, 10 guns, 1165 h.p., at Fusan.

Kaimon, 1,360 tons, 10 guns, 1,125 h.p., at Sasebo.

Amagi, 1,030 tons, 13 guns, 720 h.p., Yokosuka.

Gun-boats.

Oshima, 640 tons, 10 guns, 1,200 h.p., at Sasebo.
Akagi, 620 tons, 10 guns, 700 h.p., at Kure.
Atago, 620 tons, 10 guns, 700 h.p., at Kobe.
Maya, 620 tons, 10 guns, 700 h.p., at Kure.
Chiokai, 620 tons, 10 guns, 700 h.p., at Taku.
Soko, 572 tons, 4 guns, 400 h.p., at Sasebo.
Iwaki, 600 tons, 6 guns, 400 h.p., at Yokosuka.
Chinto, 490 tons, 5 guns, 472 h.p.
Chinesi, 490 tons, 5 guns, 472 h.p.
Chin Hoku, 490 tons, 5 guns, 472 h.p.
Chin Pui, 500 tons, 9 guns, 455 h.p.
Chin Chu, 500 tons, 9 guns, 455 h.p.

Torpedo-gunboat.

Tatsuta, 875 tons, 6 guns, 5 torpedo tubes, 5,500 h.p., at Yokosuka.

Torpedo-boats.

Murakumo, 279 tons, at Ujina.
Shinonome, 279 tons, at Kure.
Yugiri, 279 tons, at Takeshiki.
Shiranuki, 279 tons, at Kobe.
Ikadusch, torpedo-boat destroyer, 331 tons, Comdr. I. Ishida, at Yokosuka.
Kagero, torpedo-boat destroyer, 297 tons, Comdr. Iwamura, at Hongkong.
Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p.
Shiramubi, torpedo-boat, 278 tons, Comdr. Kosoma, at Japan.
Akebono, torpedo-boat destroyer, 310 tons, Lieut.-Comdr. H. Kawase, Japan.
Obow, torpedo-catcher, 318 tons, Capt. Camada, Hongkong.
14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p.
7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 h.p.
1 boat (Normand), 75 tons, 2 torpedo-tubes, 1,300 h.p.
2 boats (Schichau), 90 tons, 3 torpedo-tubes, 1,300 h.p.
4 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.
10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p.

Miscellaneous.

Tokiwa, at Yokosuka.
Fuso, at Kure.
Naniwa, at Yokosuka.
Rinjo, armoured cruiser, 2,530 tons, 10 guns, 800 h.p.
(used as gunnery traning ship.)
Kanjiu, sailing-ship, 877 tons, 6 guns.
(used as training ship.)
Manjiu, sailing-ship, 877 tons, 6 guns.
(used as training ship.)
Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p., at Edajima.
(used as training ship.)
Asama, sailing corvette, 1,420 tons, 12 guns, at Yokosuka.
(used as a hulk.)
Jingei wooden paddle steamer, 1,465 tons, 2 small guns.
(used as torpedo training ship.)

Post Office.

A Mail will close:—

For Swatow, Amoy and Tamsui—Per *Hailoong* to-morrow, the 18th instant, at 9 A.M.

For Singapore, Penang and Calcutta—Per *Chelydra* to-morrow, the 18th inst., at 11 A.M.

For Kobe—Per *Landaura* to-morrow, the 18th instant, at 11 A.M.

For Shanghai—Per *Wingsang* to-morrow, the 18th instant, at 3 P.M.

For Manila—Per *Sungkiang* to-morrow, the 18th instant, at 3 P.M.

For Kumchuck and Samshui—Per *Saikong* to-morrow, the 18th instant, at 4 P.M.

For Bangkok—Per *Loosok* on Saturday, the 19th instant, at 9 A.M.

For Moji, Kobe, Yokohama and Portland, Or.—Per *Monmouthshire* on Saturday, the 19th instant, at 11 A.M.

For Manila—Per *Menmuir* on Saturday, the 19th instant, at 2 P.M.

For Manila—Per *Diamante* on Saturday, the 19th instant, at 2 P.M.

For Shanghai—Per *India* on Saturday, the 19th instant, at 5 P.M.

For Swatow, Amoy and Tamsui—Per *Tamsui Maru* on Saturday, the 19th inst., at 5 P.M.

For Samarang and Sourabaya—Per *Marie Jebsen* on Saturday, the 19th instant, at 5 P.M.

For Bangkok—Per *Wongkoi* on Sunday, the 19th instant, at 9 A.M.

For Bangkok—Per *Mongkut* on Sunday, the 20th instant, at 9 A.M.

For Kumchuck and Samshui—Per *Saikong* on Sunday, the 20th instant, at 9 A.M.

For Europe, &c., India, via Tuticorin—Per *Oceanien* on Monday, the 21st inst., at 11 A.M.

For Samshui and Wuchow—Per *Wuchow* on Monday, the 21st instant, at 4 P.M.

For Swatow, Chefoo and Tientsin—Per *Kweiyang* on Tuesday, the 22nd instant, at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Doric* on Wednesday, the 23rd instant, at 11 A.M.

For Kobe, Yokohama, San Diego and San Francisco—Per *Strathgyle* on Wednesday, the 23rd instant, at 5 P.M.

For Singapore—Per *Idomeneus* on Thursday, the 24th instant, at 9 A.M.

For Samshui and Wuchow—Per *Samshui* on Thursday, the 24th instant, at 9 A.M.

For Singapore—Per *Antenor* on Friday, the 25th instant, at 5 P.M.

For Europe, &c., India, via Tuticorin—Per *Coromandel* on Saturday, the 26th instant, at 11 A.M.

For Europe, &c., India, via Tuticorin—Per *Hamburg* on Wednesday, the 30th instant, at 11 A.M.

For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of China* on Wednesday, the 6th June, at 11 A.M.

Printed and Published by ETHELBERT FORBES SKERTCHLY for The Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 50, Queen's Road Central, in the City of Victoria, Hongkong.